

MARCH 24, 2014

Title

PC 14-04

Petitioner

Village of Lombard

Property Location

Village-wide

Approval Sought

The Village requests approval of an overall update to the Village's Comprehensive Plan.

Prepared By

Jennifer Ganser
Assistant Director of
Community Development

DESCRIPTION

The petitioner, the Village of Lombard, requests the approval of an overall update to the Village's Comprehensive Plan. The current Comprehensive Plan was adopted in January 1998 and prepared in conjunction with Trkla, Pettigrew, Allen, and Payne, planning consultants. It was amended several times over the past few years, but has not received an overall update since 1998. The latest effort to compile such strategic plans into a unified document began in earnest in 2010. Numerous workshop sessions were held in 2011 and 2012. A neighborhood meeting was held in 2012 for the Westmore-Meyers Component Plan. In 2014 staff conducted a workshop session in January and two public open houses in February. The draft Comprehensive Plan and draft Westmore-Meyers Component Plan have been on the Village's website for review as well.

The update has been a continual process since the last adoption and included both review of individual properties and strategic plan efforts to address larger targeted areas or issues. The 2014 update was prepared in concert with the Plan Commission and staff.

INTER-DEPARTMENTAL REVIEW

Staff shared the documents with the Building Division, Fire Department, Private Engineering Services Division, and the Public Works Department. Minimal edits were noted, and were incorporated into the Comprehensive Plan.

PUBLIC REVIEW PERIOD COMMENTS

Staff held two open houses on the Comprehensive Plan at Village Hall on February 17 and 24, 2014. The events were promoted via social media (Facebook and Twitter) and articles in local newspapers. Also, the Comprehensive Plan update was promoted generally on social media and the Community Development department email address was listed for public comment. Specific written input from the public has been attached verbatim, but public comments can generally be summarized in regards to the following:

1. *Questions about the construction of the pedestrian underpass and its inclusion in the Comprehensive Plan.*

Staff responded that Metra has placed the project out to bid and they will be taking the matter to their Board in March. If this is approved, it would be anticipated that the project would be a 2014 construction project. In regards to its mention within the Comprehensive Plan update itself, because the project is anticipated to begin this year staff considers the underpass to be an existing improvement or enhancement that is consistent with the recommendations to enhance the Village to improve mobility for various modes of transportation. The Village Board also recently approved a request for the additional cost for desired aesthetic enhancements.

Staff did reference the project on page 51.

2. *A request for the consideration for plants and water to be addressed in two ways: a.) identifying historic trees, particularly preservation of Lilacia Park's historically significant collection; and b.) "retro-fitting" water detention areas with plantings of trees and native plants in an effort aimed at saving money (no grass mowing) and contributing to cleaner air and slower water runoff.*

Staff responded that the Comprehensive Plan update does incorporate many of these concepts in the Vision Statements and in the open space planning concepts in particular. One of the strengths of the Comprehensive Plan is that it gives a broad brush vision that can be used by the Village as a justification to encourage or mandate additional landscape or fauna improvements. For example, the Village's stormwater regulations now have a "Best Management Practices" component that does examine the species being used for detention areas that would provide a water quality benefit as well as diversify the detention area. In regards to reducing mowing costs, the Village and its residents must be aware that there are other types of maintenance needed with some of these concepts, such as noxious weed removal, erosion minimization, and ensuring a proper seed bank.

The comments regarding Lilacia Park were incorporated into the Comprehensive Plan on page 11 and page 56.

3. *While not directory germane to the Comprehensive Plan update effort, staff received capital improvement maintenance and enhancement suggestions, included but not limited to:*

- a. *Performing asphalt repair and replacement in the fall is not a good practice and can lead to quicker degradation of the surface;*

This comment was forwarded to the Department of Public Works.

- b. *Street light maintenance in downtown should be done on a more regular basis;*

Staff notes that this activity will be occurring this year.

- c. *Improvements to Grace Street roadway are needed; and*

This comment was forwarded to the Department of Public Works.

- d. *Request for additional vegetation and maintenance of the Great Western Trail near the new bridges.*

This comment was forwarded to the Department of Public Works.

- e. *Request to identify who is responsible for the long term maintenance and shoveling under the new bridges.*

Staff notes that this is a policy suggestion and that the responsibility of shoveling sidewalks is that of the adjacent property owner, which in this case is DuPage County. Since it is not a commercial property the Village does not have any code provisions to mandate the shoveling.

4. Staff reviewed past workshops before the Plan Commission where a concept level of support was expressed, most notably, transitional development. Staff added language on pages 23 and 28 to take into account that development abutting commercial corridors could be considered for townhomes or other like housing components, when there is a transition from commercial to lower density residential. Such projects would be reviewed on a case by case basis.

Plan Commission January Workshop Comments

Staff also received comments from the Plan Commission at the January 2014 workshop.

1. *Commissioners discussed the use of the word “encourage” and questioned if it was too vague.*

Staff discussed the matter and would find the use of the word “encourage” is acceptable in a policy document, such as the Comprehensive Plan. Some of the implementation items are beyond staff control, therefore future market conditions could help guide staff, developers, and the Village Board of Trustees. However, when such external forces are presented to the Village, the Plan provides policy direction accordingly.

2. *Commissioners asked if the graph on page 7 could be updated to reflect 2013 data.*

Staff has updated the graph with 2013 data.

3. *Commissioners inquired about a timeline for the annexation strategies section on pages 34-39.*

This information is taken from the Village’s 2009 Annexation Strategies Plan, which is a 10-20 year document. Annexation is looked at on a case by case basis and in concurrence with the Plan.

4. *Commissioners asked if staff had completed a Complete Streets Policy for the Village.*

A draft Complete Streets Policy was brought to the Public Works Committee on March 11, 2014. Staff is making revisions and the item will go before the Public Works Committee on April 8 with a tentative consideration before the Board of Trustees on April 17.

NOTABLE 2014 UPDATES

In comparison to the existing Comprehensive Plan, the 2014 update features:

1. Updated demographics and permit statistics;
2. A summary of amendments to the Comprehensive Plan between 1998 and 2014;
3. The establishment of eight "Community Visions" with guiding principles and supporting actions;
4. An updated Future Land Use Plan;
5. A summary of the Village's annexation strategies;
6. Updated transportation, economic development, and community facility policies;
7. The identification of eleven (11) specific "areas of concern;"
8. Plan implementation strategies; and
9. A component plan for the area near Westmore-Meyers Road and the Illinois Prairie Path.

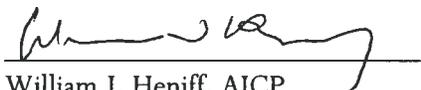
Once adopted, minor formatting changes may occur. These potential changes would not affect data, charts and graphs, or text.

FINDINGS & RECOMMENDATIONS

Staff recommends the amendment to the Comprehensive Plan be continued until the next Plan Commission public hearing. As this is a long range policy document, staff wants to ensure it reflects the desires of the community as a whole. The continuance allows for additional opportunity for public comment.

Based on the submitted petition and the testimony presented, I move that the Plan Commission continue the amendment to the Comprehensive Plan associated with PC 14-04 for further discussion and a final vote at the next scheduled Plan Commission public hearing on April 21, 2014.

Inter-Departmental Review Committee Report approved by:



William J. Heniff, AICP
Director of Community Development

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**Village of Lombard, Illinois
Comprehensive Plan**



2014

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Introduction

What is a Comprehensive Plan? Why Do We Need an Update?

The Comprehensive Plan is the Village's official policy guide for future growth and development. It provides community focus and direction regarding future physical and economic change in the community over the next 10 -15 years. It includes goals, objectives, and long-range recommendations for land use, annexation, transportation, economic development, and community facilities.

While the plan by its very nature is long-range in orientation, it has been developed and organized in a manner to help guide day-to-day administration and decision making. For the plan to be meaningful, it must be useful to the community in managing and monitoring physical and economic change.

Lombard is in a mature phase in its physical development and evolution. While a few key vacant sites remain within the community, it is over 90% developed. Prior physical land use plans appropriately emphasized guiding the proper development of these remaining vacant areas. Today, however, Lombard's future is focused on the improvement and maintenance of existing development and encouraging compatible development and redevelopment. Further, because Lombard is primarily a residential community, it will be important to ensure the continued provision of responsive services and facilities.

The Village must ensure that new growth and redevelopment does not negatively impact overall fiscal conditions. Because of the community's desire for improved facilities, the Village seeks a balanced development pattern which provides the community with the fiscal resources necessary to meet new service demands.

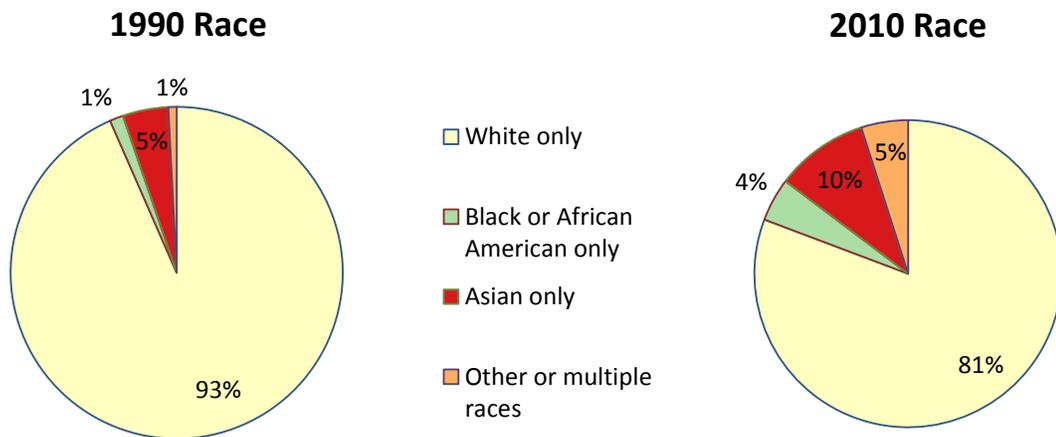
Planning Process

In order to prepare for these needs, staff initiated, in August of 2011, the development of the updated Comprehensive Plan. Specific elements of the plan were discussed by the Plan Commission in monthly workshop sessions beginning in October 2011 and concluding in 2014. Public hearings and public meetings were held in 2014 which lead to final consideration of the updated Comprehensive Plan.

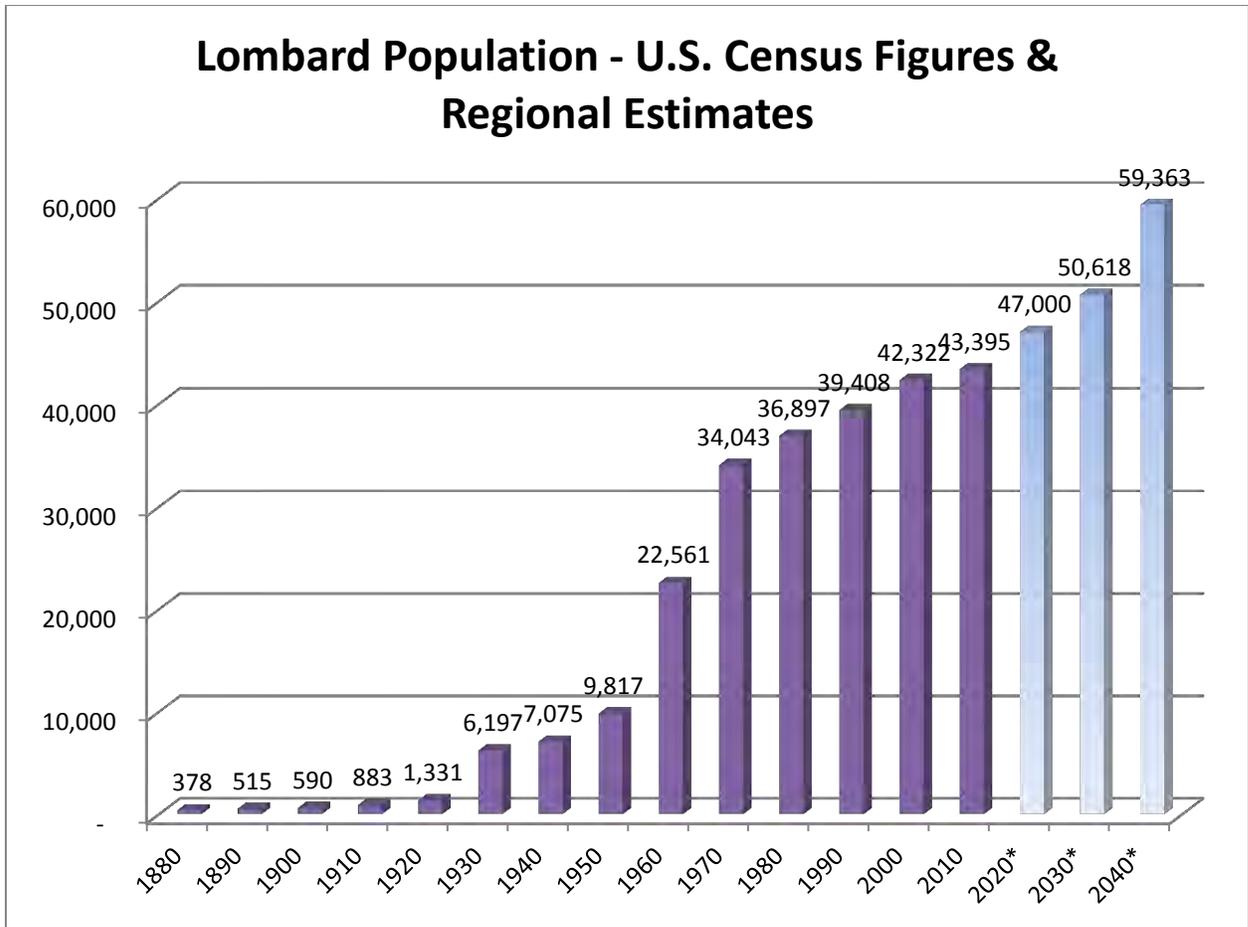
Community Character

Demographics

The Village of Lombard is a community of approximately 43,395 residents (in 2010) located west of Chicago in east central DuPage County. As is the case with all of DuPage County, Lombard’s residents are becoming older and more diverse. Median age increased from 33.3 in 1990 to 40.9 in 2010 as the percentage of residents ages 50 to 64 years has increased by 48 percent since 1990, accounting for 19 percent of Lombard’s total population in 2010. The percentage of residents who describe themselves as white alone has decreased from 93 percent in 1990 to 81 percent in 2010. In that same timeframe, Hispanic and Latino residents have increased from 2.8 percent of the population to 8.1 percent. Households are also changing, with average household size decreasing from 2.6 to 2.45 people, more households with individuals 65 years and over, and a lower percentage of households with individuals younger than 18 years.



After early years characterized by rapid expansion, annexation and housing booms, Lombard’s population growth has slowed, averaging a six percent increase per decade since 1970. Since 2000, Lombard has added slightly more than 1,000 new residents. The Chicago Metropolitan Agency for Planning estimates there will be 59,363 residents in 2040. Rapid growth is likely if Lombard annexes all possible property within its boundary agreements and also experiences a significant increase in residential density. These occurrences would be unlikely given the Village’s general preference for voluntary annexation of residential areas.



Source: Chicago Metropolitan Agency for Planning. *2020-2040 estimates from CMAP. The 2040 forecast is the current official CMAP forecast.

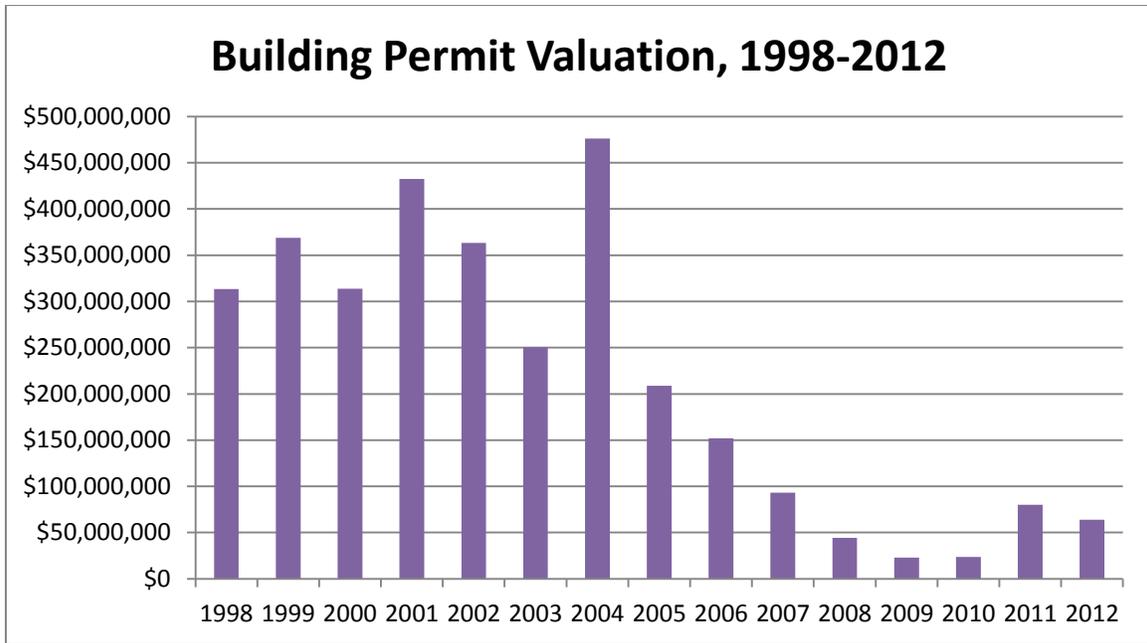
16 Years of Community Changes

The 1998 Comprehensive Plan, adopted in January 1998, provided a 15-year outlook.

The goals were:

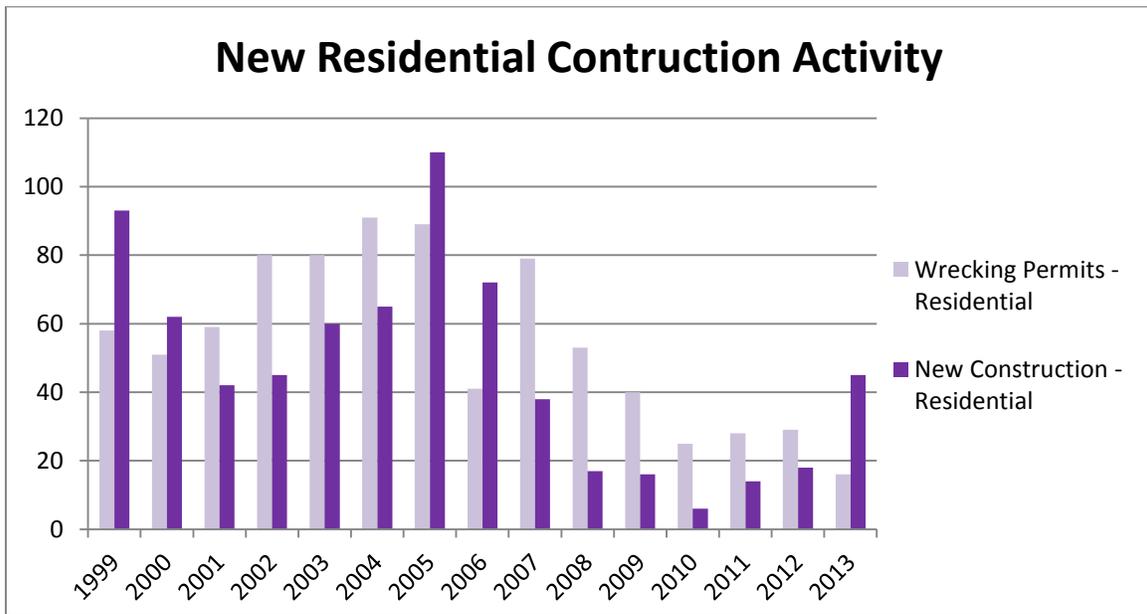
- Balanced physical growth & development
- Distinctive & attractive community
- Compatible, market-supportable system of commercial development
- Aesthetically pleasing, well-designed retail & commercial areas
- Strong employment base

Lombard has physically changed since that time, in particular the southern half of the Village. More than \$3.2 billion in permitted property improvements have been made from 1998 through 2012.



Source: Village of Lombard, Building Division

Nearly 600 new detached single-family homes were built in the 14 years between 1998-2012, some in new subdivisions (Providence, Providence Glen, Buckingham Court, Regency Estates, Yorkshire Woods) and many as “teardowns” within established neighborhoods. Although construction activity lagged during the recession, new homes were still being built at a steady, albeit slower, pace.



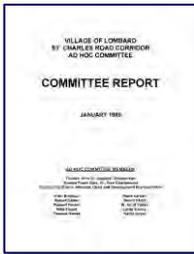
Source: Village of Lombard, Building Division. Demolition permits includes residential units and garages.

Major developments since 1998 include (clockwise from top right) Highlands of Lombard, Lombard Toyota expansion, Fountain Square of Lombard, Fairfield Place townhomes, the Westin Lombard Yorktown Center, Lincoln Place, and Heron Point



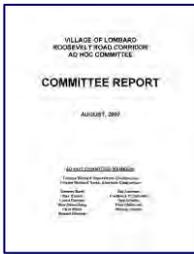
Major Plan Amendments

The Comprehensive Plan has had numerous major amendments since its 1998 adoption, reflecting detailed study areas and the need for additional policy direction. Additionally, the Village Board has adopted related policy documents that relate directly to the planning process. These adopted plans and policy documents contain more detail than the general Comprehensive Plan and should be relied upon for more specific recommendations where applicable. These amendments and other policy documents are detailed below:



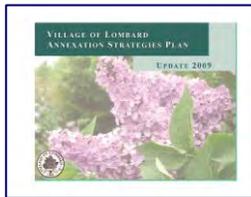
1999 – St. Charles Road Corridor Study (PC 99-28)

Following the creation of the St. Charles Road Corridor Ad-Hoc Committee, this amendment examined the St. Charles Road corridor between Grace Street and the eastern limits of the Village, changing the Long-Range Land Use recommendations for numerous parcels and limiting the height of future construction.



2007 – Roosevelt Road Corridor Study (PC 07-31/32)

This amendment implemented the recommendations of the Roosevelt Road Corridor Ad-Hoc Committee, focusing upon the uses and activities that affect the overall viability of the Corridor as both a commercial corridor as well as transportation facility. The analysis included a review of land use trends, development standards, signage regulations and the overall aesthetics.



2009 – Annexation Strategies Plan

As the Village continually works with property owners to expand the Village limits, staff regularly updates the Village’s Annexation Strategies Plan to reflect changes in the Village’s boundaries, agreements with surrounding municipalities, and growth priorities.



2010 – Open Space Plan (PC 10-05)

In addition to providing an all-inclusive look at the Village’s policies and resources related to open space, the Open Space Plan updated the Comprehensive Plan to incorporate all of the related accomplishments and changes within the Village over the past 12 years.



2010-2011 – Sustainability Framework

The Village Board adopted a Sustainability Framework in 2010 (updated in 2011 and 2013) that established environmental sustainability as a policy directive for municipal facilities and operations. It addresses air, greenhouse gases, water, transportation, land use, waste diversion, and energy use.



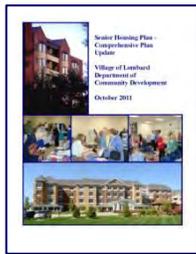
2011 – Downtown Plan (PC 11-03)

The Downtown Plan was the culmination of a multi-year planning effort focused on Downtown Lombard. The final document contains recommendations on development concept plans, streetscape improvements, façade enhancements, creating a visual identity for the area, and transportation improvements.



2011 – Economic Development Plan

Although not adopted as an official Comprehensive Plan amendment, this document was approved by the Village Board in 2011 to identify specific actions, priorities, and programs to enable the Village to achieve its economic development goals by building upon its economic assets and identifying new opportunities.

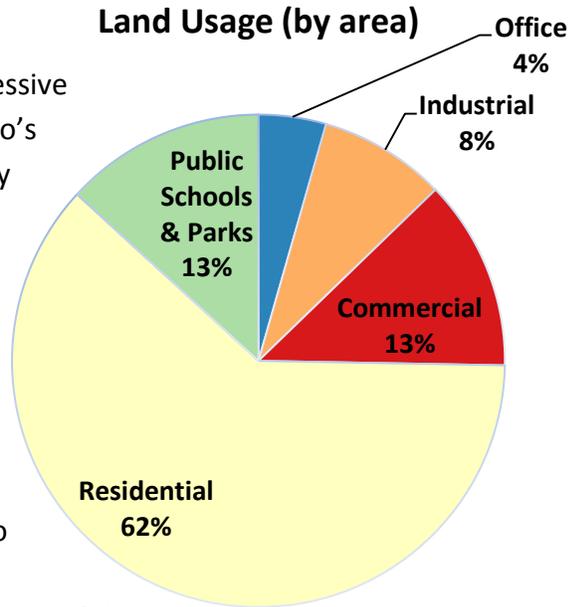


2011 – Senior Housing Plan (PC 11-20)

The Senior Housing Plan provides an all-inclusive look at the Village's policies and resources related to senior housing, including a detailed inventory of senior housing properties, demographic analysis to anticipate future senior housing needs, and examination of recent trends in senior housing.

Village Snapshot

The Village of Lombard is a dynamic, progressive community located 20 miles west of Chicago’s Loop in the heart of DuPage County midway between Lake Michigan and the Fox River Valley. Lombard is home to the 8.5 acre Lilacia Park with over 700 historically significant lilacs. With a population of nearly 45,000 residents and growing, the community encompasses 10.5 square miles and is mostly residential with a thriving commercial base. The Village is also served by the Union Pacific West Metra commuter line, which has a depot in the center of the community. Lombard’s rich history and sense of community provide a solid backdrop for today’s bustling, modern Village. A central location within the Chicago region, direct access to two interstate highways, and available land and facilities provide for a strong economic base for the Village. The I-88 East-West Research and Development Corridor and Lombard’s 22nd Street along the Village’s southern border are home to modern office buildings and large corporate clients. Eleven office and industrial parks offer quality office, warehouse, and light assembly space options. In addition, a large industrial park located on the Village’s northern boundary has easy access to I-294 and I-355.



Residential

With nearly 19,000 housing units, Lombard offers a diversity of housing choices with a wide variety of styles in every price range. In December 2011, single-family homes were listed for \$65,000 to \$2,500,000 with an average list price of \$220,000. This represents the broad range of the housing supply, from historic Victorians to affordable ranches to brand new luxury homes.

Commercial

Roosevelt Road is the Village’s main east-west artery, connecting with I-355 and carrying nearly 50,000 vehicles per day. The corridor contains 1.7 million square feet of retail and service businesses and several major shopping centers. North Avenue’s main retail intersection is at Columbine Avenue and Rohlwing Road (IL-53), which is home to the 332,428-sq. ft. Lombard Landings shopping center. Butterfield Road is the Village’s most

prominent retail destination, home to Yorktown Center, Fountain Square of Lombard, and the Highlands of Lombard. Yorktown Center is one of Chicago area's most renowned shopping centers, anchored by Von Maur, Carson Pirie Scott, JCPenney, and Target with more than 180 stores and restaurants plus an 18-screen AMC premium movie theater. In addition to the three major retail corridors, Lombard has an additional 144.6 acres of commercial retail land in smaller, neighborhood-oriented shopping centers throughout the Village.

Office and Business Park

Lombard aims to expand and maintain a strong employment base within the community and is home to a variety of business, professional, medical, general, and corporate offices. Large scale corporate and general tenant office uses are located along portions of both 22nd Street and Butterfield Road. The Woodlake Corporate Center consists of office, office research, light assembly, and distribution uses. Two additional business parks are located in the southern portion of the community along Finley Road: Oak Creek Center and York Brook Business Park.

Industrial

The Village also has two traditional light industrial areas. The 250-acre North Avenue industrial park is Lombard's largest industrial area and has excellent access to the greater Chicago area, offering direct access to I-355 and a short five mile-drive to I-294. The smaller East St. Charles Road light industrial area is comprised of a diverse mix of successful local businesses. With a wide variety of available commercial locations, nearly any business can find a suitable home in Lombard.

Encouraging Economic Growth

Lombard has demonstrated a commitment to working with developers and property owners to come up with creative, innovative ways to assist developments that provide a significant benefit for the Village. Special assessments, business districts, industrial development bonds, sales tax rebates, and tax increment financing are all used to enhance the Village's economic foundation. In the past decade, Lombard has actively sought to increase the number of restaurants and hotels within the community. The Village now has more than 100 places to dine out, with options in everything from fast food to fine dining. Lombard attracts a wide variety of local and national restaurateurs, offering a selection that is not widely available outside of Chicago proper. Since 1997, the Village has added seven hotels with 1,195 additional rooms. This growth has resulted in a tremendous increase in hotel/motel tax revenue and brought in thousands of guests to the benefit of Lombard's businesses.

Ensuring Sustainability

In recent years, the Village has expanded upon its longstanding commitment to sustainability. Traditional events such as the annual Recycling Extravaganza and Lombard Pride Day cleanup have been recently supplemented with additional Village policies, grant programs, and community events.

Schools can continue to take advantage of the Recycling Education Grant to provide recycling education to their students, while residents can save money and improve their properties through the Compost Bin Grant and Rain Barrel Grant programs. The Green Building Handbook, available at the Village Hall and on the Village website, provides information to the public on these programs as well as new trends in preserving energy, the natural environment and other vital resources. Topics discussed include stormwater remediation, energy-efficient home options, and recent changes to the Energy Code and Zoning Ordinance.

The Village has also incorporated sustainable practices into its policies and everyday operations, such as:

- Using no- or low-VOC paints;
- Instituting an anti-idling policy;
- Replacing inefficient vehicles with fuel efficient models;
- Using “green” cleaning products;
- Retrofitting light switches to incorporate motion sensors;
- Modifying street de-icing procedures;
- Conserving energy at Village facilities; and
- Replacing high pressure sodium bulbs with LED streetlights.



In 2011, the Village granted a variation to its parking lot curbing requirements to facilitate the movement of the Blanding's turtle, an endangered species found within the wetlands north of North Avenue.

Sustainable, environmentally-friendly behavior will continue to be a high priority throughout the Village for both public and private entities.

Vision, Principles & Actions

The Vision Statements and Guiding Principles are the key elements of the Village of Lombard Comprehensive Plan. Their purpose is to describe where the Village desires to be in the future. The Vision Statements are a series of statements that officially declare each particular plan component. Whether it is economic development, transportation, open space or the overall Village image, the eight Vision Statements lay the groundwork for future policy formulation. Followed by each Vision Statement are corresponding Guiding Principles. The Guiding Principles set the tone of each corresponding Vision Statement. Accompanying each Vision Statement and Guiding Principle is a series of actions. Each action is intended to be a quantifiable objective that specifically describes how each Vision Statement will be accomplished.

Vision 1: Lombard will be a physically distinctive community with a unique and recognizable identity.

Guiding Principles

Positive Community Image - Develop a strong and positive physical community image through public and private improvements which enhance various physical features of the community and contribute to Lombard’s sense of place.

Distinctive Downtown - Promote Downtown Lombard as the central, mixed-use activity center of the Village of Lombard.

Actions

1. Encourage compatible, well designed development in the community, with an emphasis on quality site design and building orientation, and site improvements.
2. Extend Village boundaries in accordance with the Village’s established boundary agreements.
3. Emphasize continued appearance

Working Toward a Better Future for Lombard



Western Acres Golf Course was a major 2005 addition to the Village’s western boundary. Since 2000, the Village has annexed 414.5 acres (net), increasing the total land area by 6.5% from 10.03 sq. mi. to 10.68 sq. mi.

improvements of the Village's major street corridors in ways which distinguish Lombard from surrounding communities.

4. Expand the range of activities in Downtown Lombard which extends activities into the evening hours.
5. Promote a healthy mix of commercial, retail, residential, institutional, municipal and transportation related uses in Downtown Lombard.
6. Ensure a compatible pattern of future land uses within transition areas between Downtown and adjoining land use areas.
7. Continue with the implementation of the Lombard's Downtown Revitalization Project Guidebook.
8. Ensure the maintenance of properties in accordance to all applicable codes and ordinances.
9. Encourage the use of environmentally friendly design materials and construction techniques.

Vision 2: Lombard will foster a diverse housing stock with a sustainable land use pattern.

Guiding Principles

Quality Living Standards - Provide a housing inventory and living environment which will accommodate anticipated future growth and maintain the overall character of the Village.

Diversified Housing Opportunity - Make available a diversified housing stock for all residents of the Village.

Actions

1. Protect residential areas from encroachment by land uses which are incompatible or which may create adverse impacts.

Working Toward a Better Future for Lombard



Sunrise Senior Living is the Village's newest senior housing option with 142 independent and assisted living units at Fountain Square of Lombard.

2. Provide housing to meet the needs of a maturing and diverse population.
3. Encourage new development and infill development which is complementary with the scale and character of surrounding residential uses.
4. Working with property owners and developers, seek a variety of housing types meeting the lifestyles, needs and growth of the community, while ensuring neighborhood stability.

Vision 3: Lombard will create and maintain viable commercial districts throughout the Village.

Guiding Principles

Identifying Commercial Niches - Encourage a compatible and market supportable system of commercial development that is organized to provide various goods and services within the community and the greater region which Lombard serves.

Key Corridor Development - Effectively promote the major retail corridors as well as the smaller, neighborhood-oriented shopping centers throughout the Village.

Retail Excellence - Encourage aesthetically pleasing and functionally well-designed retail and commercial shopping area environments.

Actions

1. Designate and facilitate a Village-wide system of commercial development providing for neighborhood, community and regional commercial areas.
2. Seek a quantity and mix of commercial and retail development which meets the needs of the Village.
3. Ensure that commercial and retail development is compatible with neighboring land use areas.

Working Toward a Better Future for Lombard



The Shops on Butterfield, completed in 2007, added a new, outdoor lifestyle center component to Yorktown Center, This addition, which added more than 200,000 sq. ft. of retail, dining, and entertainment options, replaced a long-underutilized anchor tenant space.

4. Encourage the design of new commercial and redevelopment of existing commercial developments that facilitates a system of pedestrian access.
5. Ensure that new development and redevelopment of private properties is in scale with and designed to be complementary to existing development.
6. Encourage quality site development and amenities in commercial areas.
7. Encourage coordinated and shared vehicle access wherever possible.
8. Maintain a program that reasonably and uniformly regulates signage while providing for the identification of Village businesses.
9. Establish special design and improvement standards for commercial areas, particularly for development along the community's major corridors.
10. Work with commercial property owners and managers to ensure economic vitality and stability in all commercial shopping areas of the Village.

Vision 4: Lombard will create an efficient and sustainable multi-modal transportation network.

Guiding Principles

Efficient Transportation System - Maintain a transportation system which provides for safe and efficient movement of vehicles, pedestrians and cyclists.

Communal Transportation Access - Ensure the residents of the Village of Lombard reasonable access to public transportation.

Actions

1. Coordinate land use and transportation planning to maximize and direct land use opportunities created by major transportation facilities within and around the Village.
2. Design transportation facilities to provide a high aesthetic value.
3. Complete sidewalk improvements in areas lacking sidewalks.
4. Provide adequate street lighting to minimize potential traffic conflicts.
5. Continue to encourage the provision of responsive and financially sound public transportation services in the community.
6. Provide sufficient parking to serve Downtown businesses and commuters.
7. Explore additional modes of and improved access to public transportation for Village residents, with an emphasis on employment commuting options.
8. Provide improved pedestrian access and shelter at public transit locations.

Working Toward a Better Future for Lombard



The Village's installation of Ultra-Thin Whitetopping, which is not typically used in urban areas, extends the life of the existing pavement and has earned the Village recognition from the concrete industry and local municipalities. This process extends the life of the existing pavement by up to 10 to 15 years but costs considerably less than full reconstruction.

9. Seek improved public transportation services for those desiring to travel on a north-south axis within and through the Village.
10. Consider a Complete Streets approach for new development to incorporate the needs of pedestrians, bicyclists, transit users, motorists, and property owners.

Vision 5: Lombard will preserve open space and protect the natural environment.

Guiding Principles

Ensuring Sustainability - Promote policies and actions that support people and the environment in a forward-thinking manner.

Open Space Importance - Ensure that open space is preserved within the Village and incorporate open space objectives as part of the development process.

Natural Environment Preservation - Protect natural resources which enhance the quality of life and provide a balance between human-made and natural areas.

Actions

1. Encourage local park districts to provide appealing neighborhood and community park and recreation sites and facilities which are sensitive to natural and human-made environmental features.
2. Establish locations for open space which contribute to a pleasing and economically viable community-wide development pattern.
3. Promote and enhance local and regional open space and recreation systems to realize their full use potential.

Working Toward a Better Future for Lombard



In 2010, the Village created a “Green Building Handbook” with information for residents and businesses on energy-efficient home options, stormwater management, and grant programs for going green. The handbook includes updates on recent Village Code amendments pertaining to energy conservation requirements and alternative energy structures.

4. Pursue open space opportunities for Ken Loch Golf Links, Fullerton Park Forest Preserve, and York-High Ridge Forest Preserve.

Vision 6: Lombard will promote intergovernmental and organizational cooperation.

Guiding Principles

Cooperating for Results - Encourage the coordination and cooperation among federal, state and local agencies and organizations potentially having interest in Lombard to ensure the greatest level of efficiency and effectiveness in the provision of municipal services.

Superior Service Deliverability - Maintain effective relationships with those local agencies, organizations and associations having a presence in Lombard to ensure high-quality/modern/reliable services to all residents.

Actions

1. Continue to seek cooperative working relationships with surrounding local governments and regional agencies to ensure continuity and consistency of overall community planning, development activities, facilities and services.
2. Establish meaningful lines of communication with those agencies and organizations that can assist the Village in meeting its overall planning objectives, and work to secure participation of these agencies and organizations in realizing mutual objectives.
3. Continue to seek grants, loans, and other sources of intergovernmental funding transfers.

Working Toward a Better Future for Lombard



Healthy Lombard, a partnership between the Village, local schools, park districts, and dozens of businesses and community organizations, is a Village-wide initiative created to promote healthy eating and active living within Lombard.

Vision 7: Lombard will continue to develop a diverse, prosperous, and strong economic base.

Guiding Principles

Maintain a Business-Friendly Culture - Retain, expand and attract commercial and industrial businesses.

Economic Stimulation - Promote wide-ranging economic development and business growth.

Invaluable Employment Base - Expand and maintain a strong employment base within the community which enhances the overall standard of living, builds upon the presence of existing employment areas and maximizes the use of existing and planned infrastructure.

Actions

1. Effectively market the Village to both consumers and businesses.
2. Communicate frequently with new and existing businesses to ensure they are informed and kept up-to-date on Village information and programs, utilizing the Village website, email, written correspondence, and face-to-face visits where appropriate.
3. Explore all available incentives for large commercial businesses that have a significant impact on the Lombard economy, with an emphasis on BIDs and TIF agreements that preserve sales tax revenue.
4. Work proactively to identify businesses seeking expansion and promote Lombard's willingness to help them expedite their development and approval processes.
5. Work with the local businesses to educate them about environmentally friendly options.
6. Identify key development parcels that have the opportunity to contribute most to the Lombard economy.

Working Toward a Better Future for Lombard



The Village maintains an online database of retail, office, and industrial properties available for lease or sale. Potential new businesses are able to view the database to locate spaces within Lombard that meet their needs in terms of size, cost, and amenities.

7. Continue to work closely with local, regional, state and federal economic development partners.

Vision 8: Lombard will continually implement and update the Comprehensive Plan to ensure it meets the needs of the community.

Guiding Principle

Plan Execution - Implement, monitor and update the Comprehensive Plan.

Actions

1. Make available existing and/or new financial resources to implement the Comprehensive Plan.
2. Establish a process for the regular review and update of the Comprehensive Plan.
3. In the Comprehensive Plan review and amendment process, the Plan Commission should consider any input and involvement of the various Village committees, local organizations, and individuals.
4. Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.

Working Toward a Better Future for Lombard



Public input on the 2011 Downtown Plan component of the Comprehensive Plan was extensive, including a full day of one-on-one focus groups with 45 Lombardians, two open houses attended by more than 130 residents, business owners, and property owners. Seven Village committees and commissions also reviewed and commented on the Plan.

Land Use Plan

The Land Use Plan includes a general description of the long-range development pattern for the Village and a summary of policies and actions for residential, commercial, industrial, and public land use areas. It is specific enough to guide day-to-day development decisions, yet is flexible enough to allow for modification and continuous refinement.

General Land Use

Recommended Actions

- *Encourage compatible, well designed development in the community, with an emphasis on quality site design and building orientation, and site improvements.*
- *Ensure the maintenance of properties in accordance to all applicable codes and ordinances.*
- *Encourage the use of environmentally friendly design materials and construction techniques.*

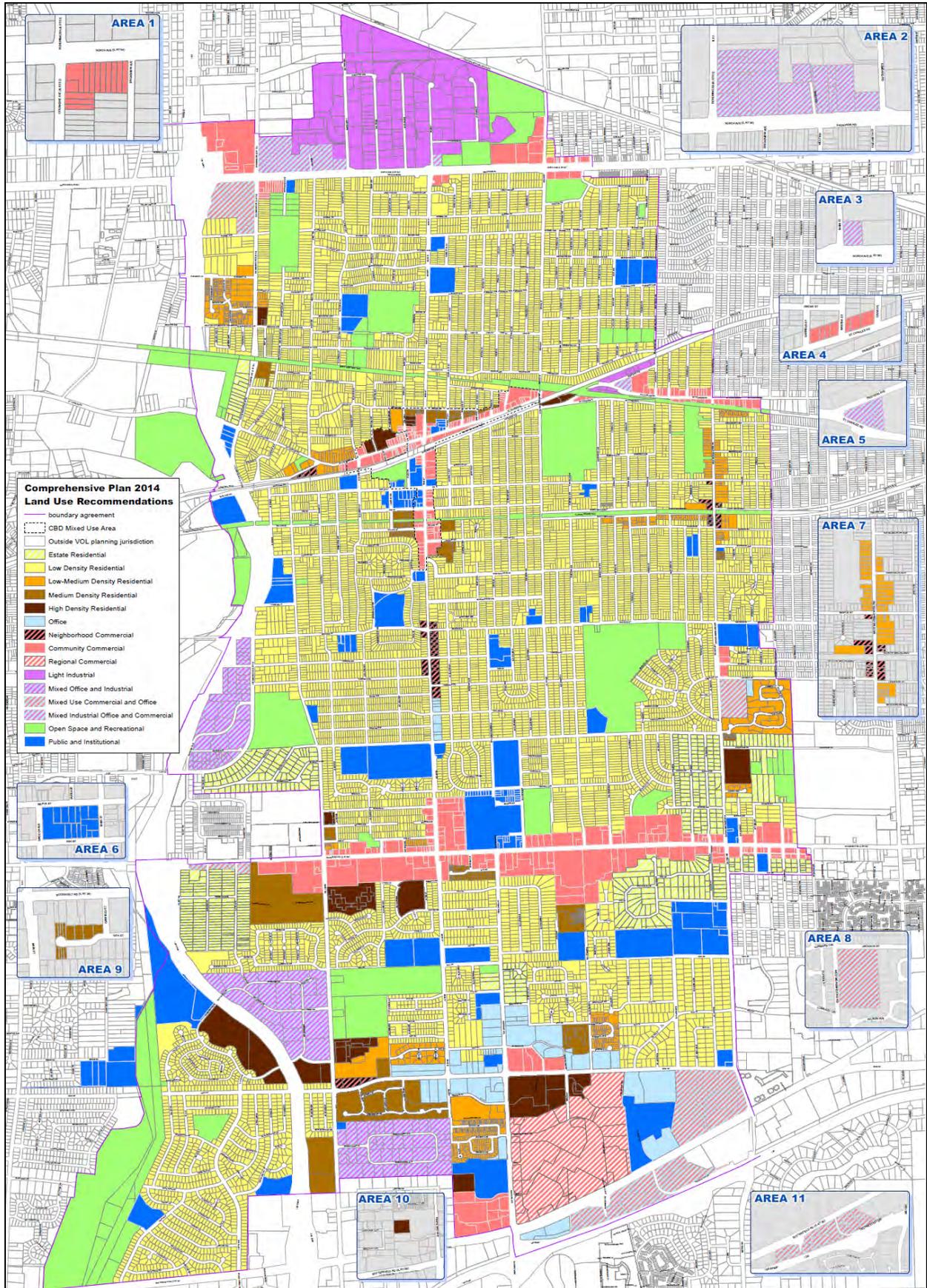
Residential Land Use

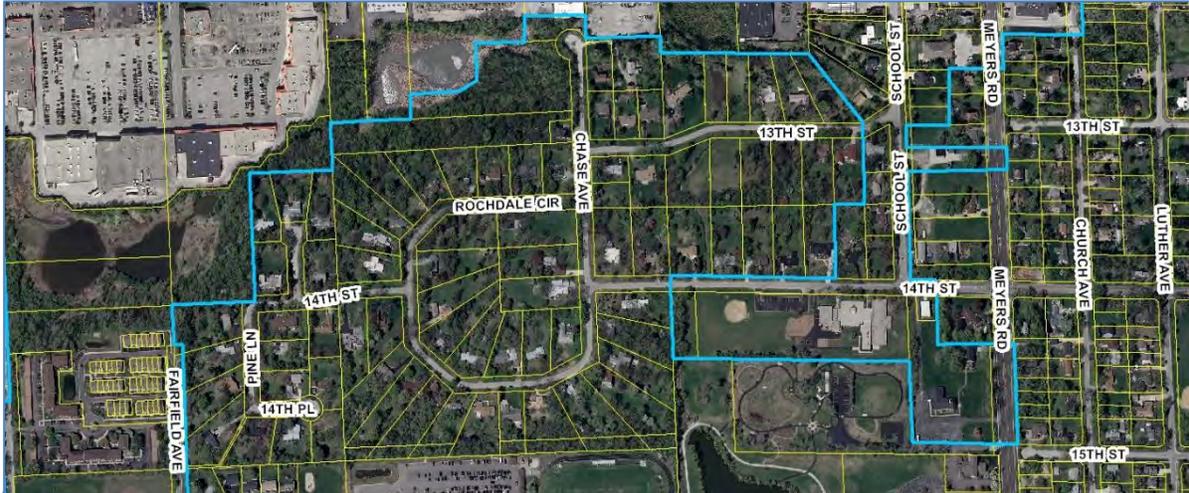
Recommended Actions

- *Protect residential areas from encroachment by land uses which are incompatible or which may create adverse impacts.*
- *Provide housing to meet the needs of a maturing and diverse population.*
- *Encourage new development and infill development which is complementary with the scale and character of surrounding residential uses.*
- *Working with property owners and developers, seek a variety of housing types meeting the lifestyles, needs and growth of the community, while ensuring neighborhood stability.*

Residential Land Use Areas

The Land Use Plan promotes a balanced mix of housing within the community which allows for a wide range of housing types and residential densities. Staff recognizes that development abutting commercial corridors could be considered for townhomes, or other like housing components, when there is a transition from commercial to lower density residential. The Plan includes five residential area designations. These include:





The York Center neighborhood, which is largely unincorporated, consists of large lots typical of residential estate-type land uses.

- *Residential Estate* - a residential area with a net density of four or fewer dwelling units per acre. The residential estate use classification primarily consists of single-family detached residential uses.
- *Low Density Residential* - a residential area with a net density of six or fewer dwelling units per acre. This classification primarily consists of single-family detached dwellings.

Low density residential areas will continue to be the dominant land use category in terms of overall acreage of land in the community. While existing single-family neighborhoods are essentially built-up, opportunities for new infill development or redevelopment are scattered throughout the existing community where new low-density residential uses are recommended. In general, new development should be of a scale and character similar to and compatible with existing homes in the immediate area.

- *Low-Medium Density Residential* - a residential area with a net density of seven to ten dwelling units per acre. The most typical dwelling type is the attached single-family dwelling, or townhome.

Low- to medium-density residential development areas are recommended at selected locations along major roadways, near high-intensity activity areas, or at



Avalon Apartments (left) and Buckingham Orchard townhomes (right) are low- to medium-density developments.



key infill locations. Low- to medium-density residential areas are intended to promote low-density attached dwellings within a planned and coordinated development area. Most of the sites recommended for new low- to medium-density residential development occupy transitional locations between single-family neighborhoods and office or commercial use areas. Some sites are recommended near major transportation corridors. In addition to providing attractive new housing options within the community, these areas are seen as a transition between more intensive land uses and help avoid major and abrupt changes in density.

- *Medium Density Residential* - a residential area with a net density of eleven to twenty dwelling units per acre. This range of density generally includes multifamily dwellings such as two- to three-story apartment buildings and condominiums.

Medium-density residential development is planned at a variety of new locations throughout the Village. Medium density residential environments are appropriate within or near high activity centers including commercial and business areas. The proposed medium-density locations build upon existing land use and development patterns and do not generally encourage the encroachment of new medium density areas into lower density neighborhoods.



Arboretum Park (top) and International Village (bottom) are medium-density developments.



- *High Density Residential* - a residential area with a net density of more than twenty dwelling units per acre. This density typically includes more intensive high-rise apartment uses.

The Comprehensive Plan recommends existing high density residential locations be maintained and improved in the future. A high level of consensus was reached in the development of the Comprehensive Plan that new high density residential development locations would be incompatible with the character of the remaining development areas of the Village. The density ranges offered in the remaining residential use areas offer substantial opportunity for a mix of densities and housing types to meet community needs over the next ten to fifteen years.



Westmore Apartments (left) and Cove Landing condominiums (right) are high-density developments.



Commercial Land Use

Recommended Actions

General

- *Designate and facilitate a Village-wide system of commercial development providing for neighborhood, community and regional commercial areas.*
- *Seek a quantity and mix of commercial and retail development which meets the needs of the Village.*
- *Ensure that commercial and retail development is compatible with neighboring land use areas.*
- *Encourage the design of new commercial development that facilitates a system of pedestrian access.*
- *Ensure that new development and redevelopment of private properties is in scale with and designed to be complementary to existing development.*
- *Encourage quality site development and amenities in commercial areas.*
- *Encourage coordinated and shared vehicle access wherever possible.*
- *Maintain a program that reasonably and uniformly regulates signage while providing for the identification of Village businesses.*

Downtown Lombard

- *Expand the range of activities in Downtown Lombard which extends activities into the evening hours.*
- *Promote a healthy and mutually reinforcing mix of commercial, retail, residential, institutional, municipal and transportation related uses in Downtown Lombard.*
- *Ensure a compatible pattern of future land uses within transition areas between Downtown and adjoining land use areas.*
- *Continue with the implementation of the Lombard's Downtown Revitalization Project Guidebook.*

Commercial Land Use Areas Defined

The Land Use Plan promotes a number of types of commercial Land Use areas in the Village which allow for a wide range of commercial uses at varying scales. The Plan includes four commercial area designations. These include:

- *Neighborhood Commercial* - commercial areas which provide convenience goods and services to meet the daily living needs of nearby residents.
- *Community Commercial* - commercial areas which provide services extending beyond daily living needs and includes comparison shopping goods.



Westmore-Meyers Road near the Illinois Prairie Path (top left) is a neighborhood commercial area, while the retail centers along North Avenue and Roosevelt Road are community commercial areas.

- *Regional Commercial* - a larger, more intensively developed mixed-use commercial area that serves as a key activity center for the region.
- *Central Business District - Mixed Use Area* - the historic central business district of the Village of Lombard, generally lying in the area of Main Street and St. Charles Road. This area encourages the development of contiguous tracts of land, under unified control, which allows for a mixture of commercial and residential uses. Emphasis is placed on proper and compatible land use arrangement and design.
- *Mixed Commercial & Office* - development of contiguous tracts of land, under unified control, which allows for a mixture of commercial and office uses. Emphasis is placed on proper and compatible Land Use arrangement and design.

Staff recognizes that development abutting commercial corridors could be considered for townhomes, or other like housing components, when there is a transition from commercial to lower density residential.



Eastgate (left) and Heron Point (right) are designated for mixed commercial and office

Light Industrial and Office Areas

Light Industrial and Office Land Use Areas Defined

The Land Use Plan Map designates several areas for future industrial and office development. These include continued development of existing light industrial areas as well as development of new office research and warehouse-distribution areas. The Comprehensive Plan establishes the following Land Use categories for future employment land use areas:

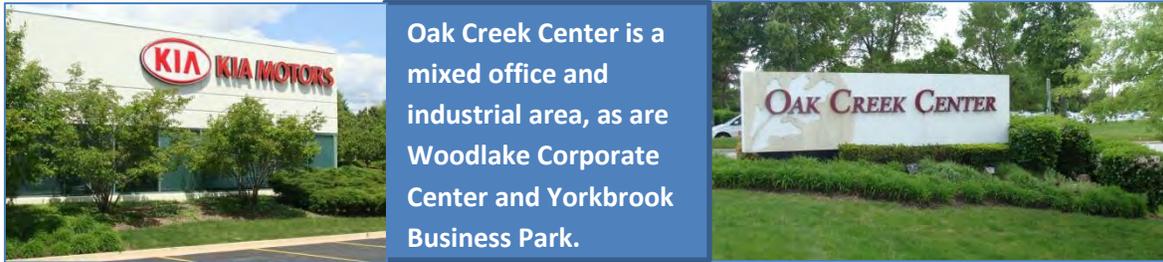
- *Light Industrial* - includes areas used for manufacturing, assembly, production, storage, distribution and warehousing.



- *Office* - areas which consist primarily of general, corporate and professional office uses.



- *Mixed Office and Industrial* - areas which consist of a mix of light industrial and office uses.



- *Industrial/Office/Commercial* - areas where a combination of light industrial, office, and/or commercial uses are appropriate.



Recreational and Institutional Areas

Recommended Actions

- *Encourage local park districts to provide appealing neighborhood and community park and recreation sites and facilities which are sensitive to natural and human-made environmental features.*
- *Establish locations for open space which contribute to a pleasing and economically viable community-wide development pattern.*
- *Promote and enhance local and regional open space and recreation systems to realize their full use potential.*
- *Pursue open space opportunities for Ken Loch Golf Links, Fullerton Park Forest Preserve, and York-High Ridge Forest Preserve.*

Recreational and Institutional Land Use Areas Defined

The Land Use Plan Map recommends that certain areas throughout the Village be preserved for use by the public. These include recreational uses that are designated parks and open space and institutional uses that are dedicated to the overall education, health, and well-being of residents. The Comprehensive Plan establishes the following land use categories for future recreational and institutional areas:

- *Open Space and Recreational* - areas designated for parks, natural and other unimproved land intended to benefit the general public.



Much of the land designated for open space and recreational use is owned by open space agencies such as the Forest Preserve District (Churchill Woods, left) and Lombard Park District (Sunset Knoll, right).

- *Public and Institutional* – areas designated for cultural, educational and civic uses. Though the York Township offices are in unincorporated DuPage County, many Lombard residents utilize the office for services.



Public and institutional uses span a wide range of land use types, such as Glenbard East (bottom right), York Township's offices (bottom left), the Village Hall complex (center left), and Northern Baptist Theological Seminary (top left).



Annexation

Recommended Actions

- *Extend Village boundaries in accordance with the Village's established boundary agreements.*
- *Pursue annexation and open space preservation of the Ken Loch Golf Links, Fullerton Park Forest Preserve, and York-High Ridge Forest Preserve.*
- *Continue to seek cooperative working relationships with surrounding local governments and regional agencies to ensure continuity and consistency of overall community planning, development activities, facilities and services.*
- *Establish meaningful lines of communication with those agencies and organizations that can assist the Village in meeting its overall planning objectives, and work to secure participation of these agencies and organizations in realizing mutual objectives.*

Annexation Strategies

In 2009, the Village adopted the 2009 Annexation Strategies report. The Annexation Strategies Plan Update provides an overview of past actions and direction for the Village Board and staff relative to the annexation of unincorporated properties into the corporate limits of the Village. This report follows a similar format to previously distributed reports provided to the Village Board in 2000, 2003, and 2005 and summarizes past Village Board annexation actions. Additionally, the 2009 Update provides the following:

- Three annexation categories
 1. Disconnection areas
 2. Involuntary Annexation areas
 3. Future Annexation areas
- Statistical information
- Fiscal impact analysis
- Commentary from the Public Works, Police, and Fire Departments as it relates to the infrastructure and service impacts

Actions Since Adoption

- Disconnection of Hill Ave properties (2009)



In 2009, the Village de-annexed four industrial properties along Hill Avenue because, due to their location west of I-355, they could be better served by the Village of Glen Ellyn.

- Glen Ellyn boundary agreement amendment (2012)

Recommendations

The recommendations included within this report are intended to provide direction to both staff, as well as property owners, regarding the Village’s future annexation plans. Combined with other Village documents such as this Comprehensive Plan, the Village Code, and the Capital Improvements Plan, this document serves as a valuable planning tool in the annexation decision making process. The following tables summarize the recommended actions:

| Involuntary Annexation Area | Recommended Action |
|---|---|
| West Side of IL Route 53, south of Heron Point | <p>Involuntary annexation should not be pursued for the existing residential properties. The Village should undertake further planning and land use studies in this area prior to or concurrent with any large scale requests for annexation of this area.</p> <p>As market forces may drive the redevelopment process, any annexations should be tied to development or redevelopment proposals with the associated annexation agreements. To ensure that the type and nature of redevelopment activity in this area meets the desired goals of the Plan, the Village should annex these properties when they are associated with a development or redevelopment plan.</p> |
| West Side of IL Route 53, North and South of Pleasant Lane | <p>As market forces may drive the redevelopment process, any future annexations should be tied to development or redevelopment proposals with the associated annexation agreements. Annexations of individual parcels with single-family residences without a redevelopment plan would be reviewed on a case by case basis.</p> |
| IL Route 53 Area, Between Charles Lane and Parkview Boulevard | <p>While prior Annexation Strategy updates reported that annexation of this area is not a high priority, the intergovernmental annexation agreement between the ISTHA and the Village will now allow this area to be involuntarily annexed. If the Board desires to seek greater regulatory control of traffic along Madison Street and Harding Road, the Board would be able to proceed with an involuntary annexation of this area. Annexation will also allow this neighborhood to be placed on a future capital improvements program and would provide for more efficient public utility services to the area.</p> |

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| Flowerfield Area | Voluntary annexation of properties in this area should be pursued in conjunction with single-family residential redevelopment activity, consistent with the objectives of the Comprehensive Plan. The properties should be bound by an annexation agreement requiring the property owner to provide public improvements or to not object to a future Special Service Area or Special Assessment. If in the event that a private developer undertakes capital improvements in this area, the Village should make recapture rights available. Complete annexation of this area should be considered in conjunction with a larger review of infrastructure improvements in this area. |
| Area east of Main Street between 18 th Street and 22 nd Street | For properties subject to redevelopment, residential single-family lots should keep with the intent of providing sufficient lot area as recommended in the Comprehensive Plan. The lots north of 20 th Street are likely to develop in a similar manner to the Yorkshire Woods development to the north. Moreover, as these properties are likely to redevelop voluntarily, these properties should be subject to redevelopment agreements. With respect to the one remaining unincorporated parcel along 22 nd Street, this property should be annexed as part of an office development in conformity with the Plan's recommendation. This development could also be redeveloped with the southern portions of the residential properties along 20 th Street. It is recommended that the Village does not proceed with involuntary annexation of this area as, in the event of redevelopment, the necessary capital improvements are likely to be paid for by the developer. |
| Butterfield East – East of Interstate 355 | These properties are already improved as single-family residences and are served with public utilities. The Village should further explore the involuntary annexation of the Butterfield East Subdivision east of I-355 and the adjacent cemetery east of Finley Road as a desirable option. Property owners should be notified of any future discussion regarding annexation of this area. |
| Ken Loch Golf Course | Annexation of this property should only occur if it is associated with a development plan consistent with the Comprehensive Plan and any future amendments and as part of a request and companion plan to enhance the open space/golf course amenity for the Village. |
| Yorktown Cemetery | Annexation of this property should only occur if it is associated with a redevelopment plan consistent with the Comprehensive Plan. |

| Future Annexation Area | Recommended Action |
|---------------------------------------|---|
| Far Northern Area | <p>Consider the annexation of the remaining unincorporated properties on the west side of Grace Street if they are to be developed in a manner consistent with the Comprehensive Plan and the adjacent land uses. Pursue annexation of any Commonwealth Edison properties should they seek to utilize their rights-of-way for storage or ancillary business purposes. Continue to pursue annexation of Forest Preserve properties as warranted.</p> |
| Western Roosevelt Area/Glenbard Acres | <p>Any future annexation within the areas should focus upon the properties with frontage on or in close proximity to Roosevelt Road. Infrastructure improvements should be associated with a redevelopment plan of any of the Roosevelt Road frontage properties. Additionally, the residential lots adjoining commercial properties should be consolidated with those commercial lots in order to create parcels of sufficient depth for viable commercial redevelopment. Any annexation agreements should address non-conforming provisions (i.e., billboards, cellular towers, etc.) existing in this area.</p> <p>Annexation of the residential properties within Glenbard Acres should be only be considered in the context of whether the annexations establish contiguity to other redevelopment parcels or to wholly bound desirable properties. Lastly, annexation of this area should seek to develop a strategy for maintaining and improving housing conditions in the area should the parcels not be associated with a redevelopment petition.</p> |
| Highland Hills Properties | <p>The Village maintains most of 13th Street, so the annexation of those unincorporated properties would not add an extra burden to the Village. While annexation of these areas would not be a high priority, the Village should invite these property owners to annex. Moreover, since the entire area is greater than sixty acres in size, involuntary annexation of this area is not possible. As the remainder of this area is already developed as single-family residences, large scale redevelopment is not likely to occur in the near future. However, should the Village seek to increase its presence in the area, the Village could pursue intergovernmental agreements with the Highland Hills Sanitary District as it relates to their existing infrastructure and water distribution services.</p> |

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| Roosevelt Road; East of Highland Avenue, West of High Point Center | Because this area of Roosevelt Road is commonly thought to be in Lombard, the Village has expressed an interest in annexing these properties. The Village should encourage the voluntary or involuntary annexation of these properties. The Village should also consider sales tax or property tax incentives to encourage owners to bring their properties into closer compliance with Village Codes. However, as the Highland Manor Motel could result in a substantial call load for Police services, this property should be annexed in conjunction with overall redevelopment plan. |
| Southeast Unincorporated Area Between Highland Avenue and Highland Estates | For properties subject to redevelopment, the Village should ensure that annexation of the properties is done consistent with the objectives of the Comprehensive Plan and Village Codes. Residential single-family development should keep with the intent of providing sufficient lot area as recommended in the plan. Properties south of the DuPage Medical Group site should be annexed and redeveloped as office uses in a manner consistent with the abutting properties. Properties along Highland Avenue north of Eastgate Road should remain single-family residential. |
| Southeast Unincorporated Area West of Fairfield Avenue | Those areas that are subject to redevelopment should be annexed to the Village in the future to provide complete facilities, ensure proper development and long-term land use stability. |
| Southeast Unincorporated Area East of Fairfield Avenue | Those areas that are subject to redevelopment should be annexed to the Village in the future to provide complete facilities, ensure proper development and long-term land use stability. Should property owners within this area seek annexation in order to receive utility services from the Village, the affected property owners shall pay the full cost of such utility extensions and connections. |
| Southeast Unincorporated Area (Grammercy Park) | Should property owners within the Grammercy Park neighborhood seek annexation in order to receive utility services from the Village, the affected property owners shall pay the full cost of such utility extensions and connections. |
| Area North of Roosevelt Road, Between Westmore Avenue and Villa Park | Annexation opportunities will likely be driven by private redevelopment activity necessitated by the need to connect to public utilities. Future annexation of commercial properties along Roosevelt Road will present the opportunity for the involuntary annexation of this area. |
| East Roosevelt Road Commercial Area | Because this area of Roosevelt Road is commonly thought to be in Lombard by residents and property owners, the Village should |

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| | <p>continue to pursue annexation of these properties. The Village should encourage the voluntary annexation of these properties through a reduction in utility fees. Should this incentive not be sufficient to address the impacts of annexation on property owners, the Village can also consider entering into creative annexation incentives, such as sales tax or property tax agreements. These agreements can create a financial incentive to undertake capital improvements that bring the property into closer compliance with Village Codes.</p> <p>Through annexation agreements, the Village could negotiate the removal of the existing cell tower and billboards. Alternatively, by annexing commercial properties between Church Avenue and the Villa Park Village limits, the Village could involuntarily annex the unincorporated commercial and residential properties north of the annexed parcels.</p> <p>As part of the direction provided by the Village Board in 2000, the Village should consider much or all of the land north of 13th Street, south of Roosevelt Road and east of Meyers Road as a commercial redevelopment opportunity. Annexation and redevelopment of older and obsolete structures and sites in this area should be encouraged.</p> <p>Consistent with the provisions included within the CVS annexation agreement, the frequency of street intersections with Roosevelt Road should be reduced, making any vacated right-of-way available for redevelopment purposes.</p> |
| <p>York Center Neighborhood (Former York Center Co-op)</p> | <p>The Village should consider offering water services to the neighborhood/area if the existing utility systems in place cannot adequately accommodate the affected properties and/or if they are in need of repair or replacement. Costs associated with such repairs or replacements shall be borne by the affected property owners and/or funded by other governmental entities (DuPage County). The structure of such agreements shall be modeled after the previously executed agreements set forth for the Flowerfield neighborhood in 1998. Residents entering into a form utility agreement can receive one-half off of the water connection fee rate if they agree to future annexation. Those wishing not to sign the agreement would pay full connection fees and double the established Village water rate. Village staff shall continue to work with the affected property</p> |

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| | <p>owners to seek a unified approach to annexation in this neighborhood. Annexations should be accompanied by an annexation agreement that specifically address the water connection issue as previously set forth by the Village and DuPage County. While the unincorporated properties at 1210 and 1214 S. School Street could be involuntarily annexed, staff should pursue voluntary annexations and utility connections to the properties. The unincorporated properties along the east side of School Street and the west side of Meyers Road should only be annexed if the properties bear the full costs of utility connections and any requisite public improvements required by the Subdivision and Development Ordinance.</p> |
| Congress Knolls Area | <p>Excluding the properties abutting 22nd Street, should property owners within the Congress Knolls neighborhood seek annexation in order to receive utility services from the Village, the affected property owners shall pay the full cost of such utility extensions and connections.</p> |
| Meyers Road Properties | <p>The properties at 1400 and 1500 S. Meyers Road should be voluntarily annexed, provided that they connect to the public water system, at their expense. While it is not anticipated that any of the remaining publicly owned properties seek annexation, if there was a request for annexation, the Village shall review the fiscal and operational costs of the request prior to considering the annexation request.</p> |
| Butterfield East Area - West of Interstate 355 | <p>As these properties are already improved as single-family residences and are served with public utilities and the size of the area precludes involuntary annexation, annexation of this area should not be a high priority.</p> |

Transportation

This section presents the Transportation Plan for the Village of Lombard. Even though the basic street system in the Village is substantially in place, there are a number of proposed transportation improvements intended to enhance the basic street system as well as offer transportation alternatives to Lombard residents.

Actions

Transportation policies should be used to guide the overall maintenance and improvement of the Village transportation system.

- *Emphasize continued appearance improvements of the Village's major street corridors in ways which distinguish Lombard from surrounding communities.*
- *Coordinate land use and transportation planning to maximize and direct land use opportunities created by major transportation facilities within and around the Village.*
- *Design transportation facilities to provide a high aesthetic value.*
- *Complete sidewalk improvements in areas lacking sidewalks.*
- *Provide adequate street lighting in order to minimize potential traffic conflicts.*
- *Continue to encourage the provision of responsive and financially sound public transportation services in the community.*
- *Provide sufficient parking to serve Downtown businesses and the Metra station.*
- *Explore additional modes of and improved access to public transportation for Village residents, with an emphasis on employment commuting options.*
- *Provide improved pedestrian access and shelter at public transit locations.*
- *Seek improved public transportation services for those desiring to travel on a north-south axis within and through the Village.*
- *Consider a Complete Streets approach for new development to incorporate the needs of pedestrians, bicyclists, transit users, motorists, and property owners.*

Overview of the Existing Street System

Lombard's location within the metropolitan area, its system of major and minor arterial streets, and the availability of public transit and commuter rail service are important assets of the Village. Like the built-up character of the community, the existing street

system is well established. Many local streets, however, do not meet current Village street improvement standards.

Lombard occupies a strategic regional location with respect to the regional highway system. These principally include I-88 and I-355. Several other important regional highways pass through the Village connecting Lombard to surrounding communities and activity centers. These include Illinois Route 53, Butterfield Road, Roosevelt Road, North Avenue, Highland Avenue, and Westmore-Meyers Road.

The community itself is served by a basic grid pattern of north-south and east-west streets, modified by the presence of the DuPage River, railroad corridors, and several large land holdings.

Functional Street Classification

Functional classification of all streets within the Village is a necessary first step in determining the need for future improvements to existing streets and the addition of new streets. Functional classification identifies the purpose of the street, such as whether it is to provide local access in residential neighborhoods or move traffic through the community to other parts of the region. Several factors were considered in identifying the functional classification of all existing and proposed streets. These include:

- The type and density of land uses abutting the street.
- Whether the street permits direct parcel access.
- The distance to which the street extends beyond the Village boundaries.
- The number of traffic lanes, types of intersection and access control.
- Spacing, relative to the network of streets in and surrounding the community.

Lombard's functional street classifications describe the orientation of traffic expected to use the street. The categories defined are intended to be consistent with current regional and community transportation plans for the area. The functional class applies to all streets within the Village's planning area.

Expressways

Expressways are limited-access facilities which extend far beyond the limits of the Village of Lombard and serve to provide transportation network continuity throughout the Chicago metropolitan area. Expressways are high-speed arterials carefully designed

with select arterial street interchanges to facilitate traffic movement and access over the metropolitan area.

Major Arterial

Major arterials are intended to serve all types of trips, with a significant portion representing trips destined beyond the boundaries of the community and neighboring communities. The Major arterial typically serves a significant number of trips generated within the community; however, access is carefully controlled. This type of street has regional importance because of its alignment, continuity, capacity and connections with other regional traffic carriers.

Minor Arterial

A Minor arterial is intended to serve all types of trips with more emphasis on trips within and between the community and areas adjacent the community. The range of traffic volumes that can be expected on Minor arterial streets will vary significantly depending on the density of development, spacing of regional routes, and the continuity of the street.

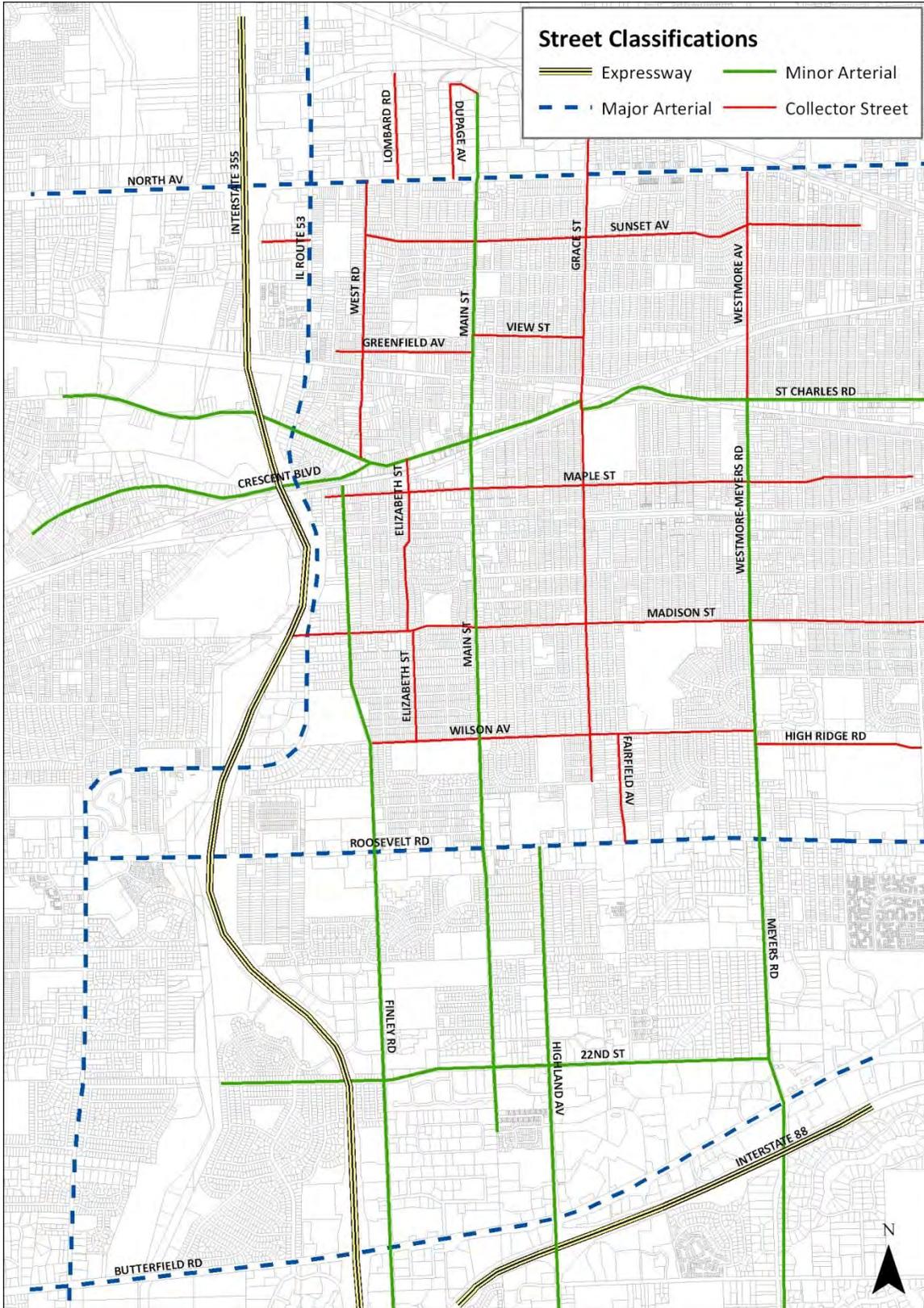
Collector Streets

A Collector Street is intended to serve only vehicle trips generated to and from neighborhoods within which it is located. The function of this street is to collect and distribute traffic between the neighborhoods and community and to provide access to the arterial street system. A Collector street may include a number of streets with different roadway names but provide a continuous roadway through a neighborhood to other streets.

Local Streets

All other streets in the Village are classified as Local streets. A Local street is intended to serve only those vehicle trips generated by land uses abutting the street. The function of this type of street is to provide access to and from individual properties within the neighborhood. Local streets should be designed to discourage through traffic.

Based on this classification system, the design of streets under the Village's subdivision regulations should be guided by the Comprehensive Plan. The following table indicates the basic desirable street improvement standards the Village should apply in design of streets.



| | Expressway | Major Arterial | Minor Arterial | Collector | Local |
|-----------------------|---|--|---|--|--|
| Traffic Volumes | ADT * > 25,000 | ADT between 10,000 and 25,000 | ADT between 5,000 and 10,000 | ADT between 1,000 and 5,000 | ADT < 1,000 |
| Speed Limit | 40-65 mph | 40-55 mph | 40-45 mph | 30-40 mph | 25-30 mph |
| Street Cross-Section | 4-6 lane divided, with grade separations channelization at major intersection. Frontage road where feasible | 4-lane divided with channelization at major intersections (51' minimum pavement width) | 2-4 lane roadway with a median where feasible (51' minimum pavement width) | 2 through lanes with parking, 36' minimum (b-b) for residential and 48' minimum (b-b) for nonresidential | 2 through lanes with parking, 28' minimum (b-b) for residential and 36' minimum (b-b) for nonresidential |
| Access Control | Access by service or frontage roads; no midblock median openings | Limited access, occasional driveway or combined driveway access | Occasional driveway or combined driveway access | Direct land access | Direct land access |
| Spacing | 1-3 miles | 3/4 - 1 mile | 1/2 - 3/4 mile | 1/4 - 1/2 mile | Each block |
| Traffic Controls | | Signals at major crossroads; interconnection of signals | Signals or STOP controls at equal or larger crossroads | STOP controls or occasional signals at arterial roadways and other collectors | STOP controls at all arterial and collector roadways; may stop at other locals |
| Continuity | Continuous roadway through and beyond metropolitan area - linking it to other cities | Continuous roadway through metro area; links expressways | Continuous roadway through Village - may extend into other cities | Not always continuous through Village; connects local and arterial roadways | Extends block to block; not continuous |
| Parking Regulations | No parking | No parking | Parking lanes provided as required; possible restriction of peak hour parking or no parking | Parking lanes provided as required; possible restriction of peak hour parking or no parking | Unrestricted parking; possible parking on one side only where required |
| Pedestrian Facilities | Sidewalks not required | Sidewalks required | Sidewalks required | Sidewalks required | Sidewalks required |

Potential Street Improvements

General Street Improvements

A number of major street improvements are proposed or are needed in the planning area with implications for the operation of the existing system as well as for future land use potentials and patterns. This section is not intended to identify all improvements the Village may undertake over the planning period, but highlight those critical improvements identified at this time.

Transportation concerns within the Village will continue to focus on maintenance and improvement of the existing street system, although the construction of new or expanded facilities is anticipated in some subareas of the Village.

Most traffic operational problems and concerns within Lombard are located along or near the major traffic corridors which pass through the community, particularly Roosevelt Road, Illinois Route 53, Main Street, St. Charles Road, Finley Road, Highland Avenue, Westmore-Meyers Road and 22nd Street. Problems and concerns include: a) relatively heavy traffic volumes along several routes, including a significant amount of through traffic; b) localized traffic congestion, particularly near key intersections; and c) traffic congestion and delays created by the at-grade rail crossings.

It is recommended that the following general projects and actions be considered to improve traffic operations within the community in the future.

- **Monitor the need for additional turn lane improvements.** In general, most of the traffic operational problems along the collector and arterial streets relate to left-turn movements. Left-turn lanes have been provided along several corridors in recent years. In some locations, separate right turn lanes would enhance vehicle flow and arterial capacity. The Village should continue to monitor the need for additional turn lanes in the future, as may be required.
- **Consider the need for traffic control modifications.** The Village should continue to monitor the adequacy of traffic signals and other controls along the major street system. In addition, the Village should work with the Illinois Department of Transportation to interconnect traffic signals along the major arterial corridors, particularly Roosevelt Road and Butterfield Road. Ideally, signal timing along major arterials should be coordinated into a progression system that provides for continuous movement of traffic, thereby improving traffic operations and reducing vehicle delays.

- **Repair street surfaces in poor condition.** The Village should continue to improve the condition of street surfaces, curbs and gutters throughout the Village. Surfaces in poor condition should be repaired. While this does not necessarily affect traffic circulation or safety, it can detract from the overall image and appearance of neighborhoods within the Lombard community.
- **Close or modify cross streets.** Several north-south streets which intersect with Roosevelt Road could be closed to create small parking "courts" or be utilized in association with adjoining land use areas. Similar street closures should be considered along several of the other commercial corridors. The possibility of street closures should be assessed on a case-by-case basis. Street closures and right-of-way vacations which do not affect traffic circulation and provide for additional land to be used in connection with redevelopment proposals should be given serious consideration.

In addition, the following specific street improvements may be anticipated in the future. While individual improvement projects are indicated below, depending on the conditions of any improvement proposal, the Village may choose not to require the improvements, or employ alternative designs or solutions.

Improvements Generally Associated with Development Areas

The following street improvement projects are directly or indirectly related to specific land use and development projects recommended as part of the Long-Range Plan. Therefore, where new private development is involved, the Village seeks participation from developers in the design and improvement of these facilities.

- **Possible closure of Garfield Avenue between 13th Street and Roosevelt Road.** This project would occur in association with redevelopment of low-density residential uses to medium density residential uses along 13th Street.
- **Possible closure of minor street intersections along Roosevelt Road between Westmore-Meyers Road and Wisconsin Avenue.** Local street intersections in this segment of Roosevelt Road might be considered for closure in instances where local travel patterns are not unreasonably disrupted and where closure would facilitate desirable redevelopment plans.
- **Provide for lane and/or intersection control or capacity improvements at Parkview Boulevard and Illinois Route 53 at the Woodlake Business Park.** The need to create intersection capacity at Parkview Boulevard and Illinois Route 53 should be studied. Because the plan encourages continued business park development in this location, it

will be important to identify traffic management or improvement strategies to enhance safety at the intersection.

Public Right-of-Way Improvements

In addition to general street improvements, a range of other improvement projects should be considered within the public right-of-way.

- **Complete, maintain and repair sidewalks.** Segments of several corridors have poorly maintained sidewalks which should be repaired. In some locations sidewalks are absent along streets and improvements should be made to ensure installation of these sidewalks in order to ensure continuity and safety in the future.
- **Provide additional street trees.** Additional street trees could be added along both sides of most commercial corridors. Perhaps more than any other single improvement, additional street trees would help unify the appearance of the commercial corridors.



The Village's forestry program has led to Lombard being recognized by the Arbor Day Foundation's Tree City USA program for the past 23 years (as of 2013) .

- **Continue to provide special banners and graphics.** Banners and graphics attached to street light fixtures are currently utilized along Westmore-Meyers Road, on Main Street, and the Downtown. Civic and cultural organizations might participate in the banner program.
- **Provide improved crosswalks.** Because of the width of streets and volume of traffic it is difficult for pedestrians to cross several of the Village's major street corridors. New signalized pedestrian crosswalks would be desirable in key locations. Corridors include: Roosevelt Road, Highland Avenue, Illinois Route 53, Finley Road, and 22nd Street. This is important not only for the convenience of shoppers and patrons, but for the safety of children and other residents moving between different parts of the community.
- **Demarc and enhance Village gateways.** The Village should emphasize key entryways to the Village with attractive signage, landscaping, and other appropriate features. Where possible, these should be incorporated on private properties as they redevelop.

Access Control

Access control improvements should be made to improve the efficiency and safety of the roadway system in a number of locations. In order to ensure that the future street system operates efficiently under the functional classification system described above, the Village should ensure that private property access reinforces system design.

The overall objective of access control is to ensure that private curb access does not unreasonably interfere with traffic flow or create a traffic hazard. Areas which are critically important to providing access control include Lombard's arterial and collector streets. For those properties subject to driveway access control, the Village will apply the following access control policies for any new driveway permit or any driveway location alterations.

- For new development or redevelopment, seek a reduction in the number of curb cuts for properties with more than a single curb cut on a street.
- Where practical, attempt to utilize frontage roads or consolidate parking lots as a means of reducing the number of driveway access points to a property or along a street.
- On arterial streets and collector streets, where direct access to the roadway is required, the Village may consider limiting access to right-in and right-out only, as appropriate.
- Separation distances between driveways should be based upon the class of street, its design characteristics, and the land uses along the street to minimize vehicle and traffic control conflicts.
- Continue to require a traffic impact analysis where development is anticipated to generate significant traffic volumes and possibly require special access service and design treatment such as, but not limited to, vehicle turn lanes or on-street acceleration or deceleration lanes.
- In the case of a subdivision, resubdivision or planned development, the Village may seek lot frontages and driveway access from an interior street, eliminating the need for any access to the street subject to driveway access control.

Bicycle Improvements

Lombard is fortunate to have access to several important regional bicycle facilities. These include the Illinois Prairie Path and the Great Western Trail. The Comprehensive Plan

recommends the development of a local system to serve all areas of the Village, and to make connections to these regional trails.

There are different types of bicycle facilities that can be developed. The general framework includes:

- **Regional System Improvements**, which include bicycle facilities providing travel continuity well beyond the limits of the Village of Lombard.
- **Local System Improvements**, which include key local connections to be made throughout the community as well as connections to the regional system. These improvements will include a number of types of connections ranging from separated paths to on-street lanes with little traffic control.

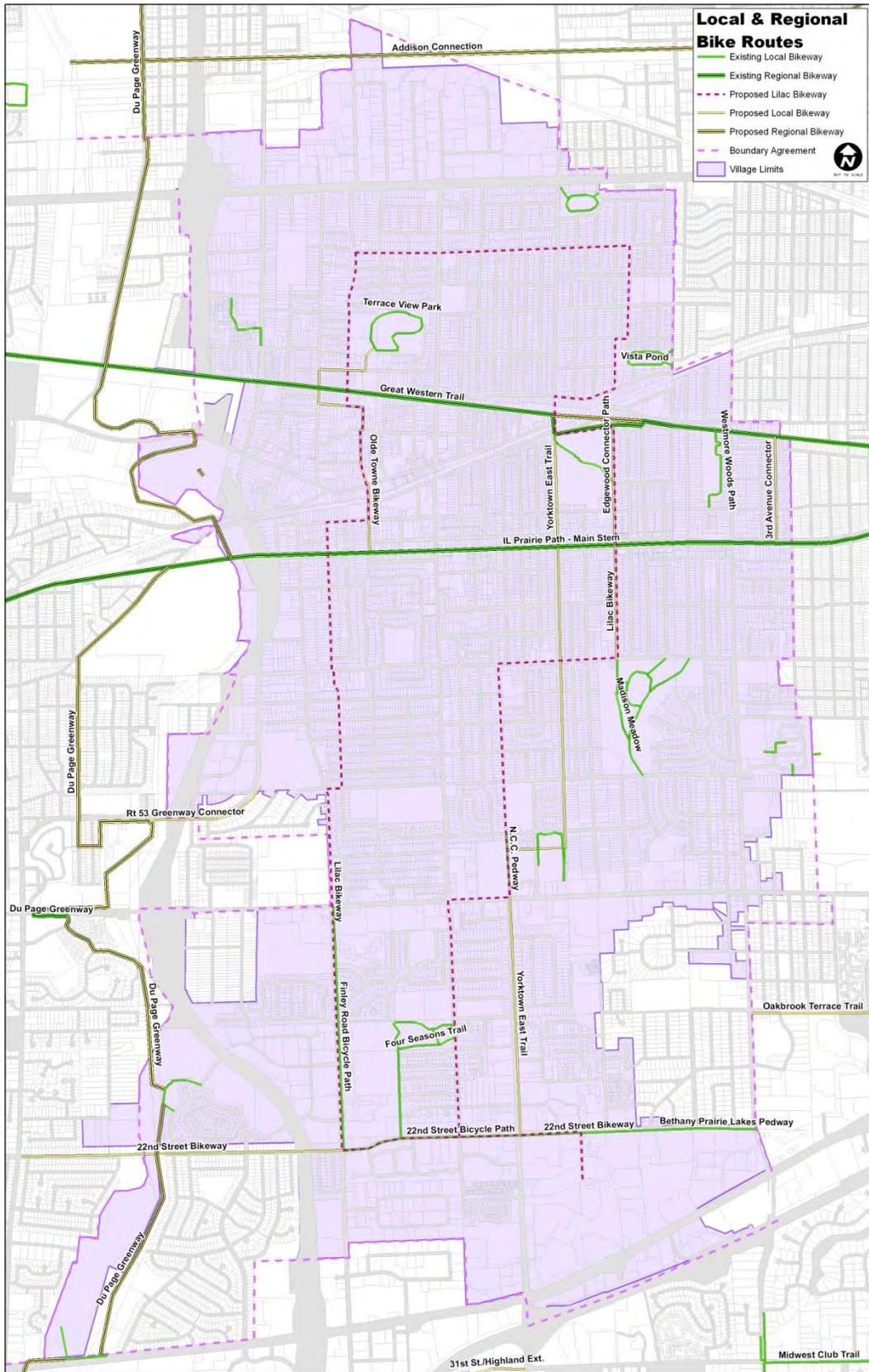


The Illinois Prairie Path, which runs east-west through central Lombard, connects the Village to a 61-mile trail network spanning DuPage, Cook, and Kane Counties.

A unified bicycle system should identify key activity centers in the Village of Lombard and stress connections among them. These activity centers include community facilities, high-density residential concentrations, and commercial and employment areas. In the future, bicycle improvements should seek to link these areas. More specific improvement planning should identify the type of each facility. These improvements should then be coordinated with the Park District and included as part of the Village's street program and capital improvements programs, as appropriate.

Lilac Bike Way

On March 6, 2008 the Village Board of Trustees voted to accept the Ad Hoc Trails and Transportation Safety Committee recommendations to make the necessary improvements in order to establish the Lilac Bike Way. The proposed Lilac Bike Way would traverse the central portion of Lombard - extending north from 22nd Street to Sunset Avenue and east to west from Vista Avenue to Finley Road. Per the recommendation of the Comprehensive Plan, the Lilac Bike Way would connect key activity centers by linking such areas as Yorktown, Lombard Commons, the Roosevelt Road Corridor and Downtown Lombard. Also, a number of improvements were approved in order to bring the route into a safe usable condition includes: the installation of crosswalks, the widening of sidewalks, the installation of sidewalk ramps, additional stop signs and other various right-of-way improvements.



To date, the recommended improvements have not been completed. The Lilac Bike Way has not formally been designated by the Village Board, and DuPage County has not incorporated the proposed route into the Regional Bikeway Plan. The Village may revisit the proposed Lilac Bikeway route, objectives, amenities, and liabilities with updated information and revise the plan accordingly.

Public Transportation

Public transportation in Lombard currently consists principally of services provided by the Pace bus system and Metra commuter rail service. Citizens of Lombard and the Comprehensive Plan emphasize the need to continue these services.

Metra Commuter Rail

Metra commuter rail facilities located in Downtown Lombard provide convenient access to Chicago's Loop and permit rail connections throughout the region and other Chicago Transportation Authority facilities and services. However, there continues to be a need to provide additional commuter parking to meet the needs of the facility. The Village should seek to expand parking in the Downtown area to meet these needs. Metra is currently working on the station underpass. Renovation of this key element in downtown Lombard would benefit the community.

Pace Bus Service

Lombard is currently served by the Pace Bus System. Residents have access to Routes #301, #313, #322, #674, #715, #834, #877, and #888. Village residents also have access to regular taxi service and special senior citizen taxi service as well as paratransit services.

Concerns have been identified to improve connections within the Village on a north-south axis. The Village of Lombard should work with Pace officials to enhance local service to meet these needs. A proposed Pace bus transfer station located near J.C. Penney's at Yorktown Shopping Center would support this community need.



Pace Route 799, the Wrigley Field Express, shuttles passengers between Yorktown Center and Wrigley Field for most Cubs home games.

Local Bus Service

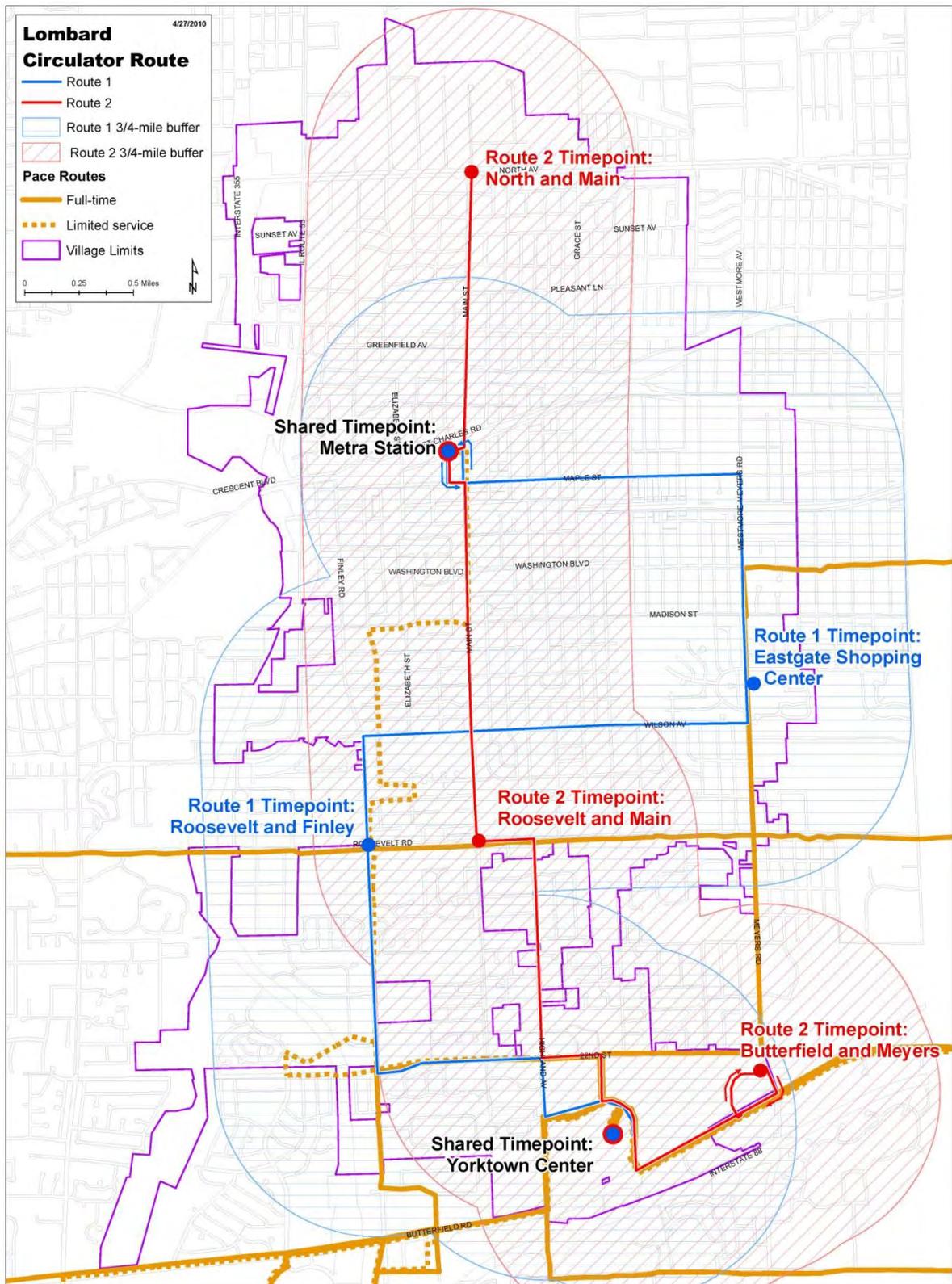
From 2006 to 2010, staff and the Lombard Circulator Task Force worked closely with the DuPage Mayors and Managers Conference to develop a local bus circulator service for the

Village of Lombard. The circulator, which is bus service to bridge the gap between home, work, and everywhere else residents need to go, was a key recommendation of the 2002 DuPage Area Transit Plan. In 2008, the RTA awarded an ICE grant to provide operating and capital funds for the first year of the circulator project. The RTA would provide 75% of the first year operating expenses and DuPage County agreed to provide an additional 37.5% of its portion of the RTA 0.25% sales tax, leaving Lombard responsible for only 12.5% (\$100,000, plus \$40,000 for capital expenditures).

At the time the project was approved, the circulator system included Lombard, Downers Grove, Wheaton, and Addison. Both Downers Grove and Wheaton dropped out of the project in 2009 due to financial concerns. On February 18, 2010, Addison removed all circulator funding from its 2011 budget, leaving the Village of Lombard as the sole circulator participant for 2010-2011.

Although staff was able to proceed with the project to the point of developing a Circulator Operating Agreement with Pace, due to cash flow issues, the project was placed on hold indefinitely.

If funding does not materialize, the Village should encourage Pace to establish additional bus service to meet the need that would have been met through the circulator through a call-and-ride or similar type of program.



Economic Development

Recommended Actions

- *Effectively market the Village to both consumers and businesses.*
- *Communicate frequently with new and existing businesses to ensure they are informed and kept up-to-date on Village information and programs, utilizing the Village website, email, written correspondence, and face-to-face visits where appropriate.*
- *Explore all available incentives for large commercial businesses that have a significant impact on the Lombard economy, with an emphasis on BIDs and TIF agreements that preserve sales tax revenue.*
- *Work proactively to identify businesses seeking expansion and promote Lombard's willingness to help them expedite their development and approval processes.*
- *Work with the local businesses to educate them about environmentally friendly options.*
- *Identify key development parcels that have the opportunity to contribute most to the Lombard economy.*
- *Continue to work closely with local, regional, state and federal economic development partners.*

Background

In 2011, the Village Board adopted the 2011 Village Wide Economic Development Strategy and action plan. The intent of the plan is to identify specific actions, priorities, and programs to enable the Village of Lombard to achieve its economic development goals by building upon the Village's economic assets and identifying new opportunities. The intent of these activities will increase employment, facilitate the robust growth and expansion of businesses, improve the quality of life of all residents, enlarge the tax base, further promote and develop the Downtown, and position the Village as an attractive place to live and work.

Goals

The plan includes the following four key goals:

1. Retain, expand and attract commercial and industrial businesses.
2. Promote general economic development and business growth.

3. Increase municipal revenue sources and identify incentives for specific development opportunities.
4. Encourage redevelopment along key commercial corridors.

Economic Development Plan Activities

The following are some of the key ongoing actions that came from the Economic Development Plan:

- Develop a comprehensive business database to be shared with residents (for awareness purposes) and businesses (to promote business-to-business transactions within the community).
- Continue the Business Visitation Program by visiting at least 24 businesses per year (including follow-up visits).
- Create and maintain a comprehensive database of prospective businesses that may be seeking to locate into Lombard.
- Continue to represent the Village of Lombard at trade shows and events. Create a database of contacts obtained.
- As part of the Business Visitation program, identify businesses seeking expansion and promote Lombard's willingness to help them expedite their development and approval processes. Add a tracking system to the Business Visitation database highlighting those businesses considering growth and prepare a schedule for follow up discussions.
- Continue to work and partner with the State of Illinois Department of Commerce and Economic Opportunity and DuPage County's "Choose DuPage" for business assistance programs and leads.
- Promote the redevelopment of the key parcels identified in the plan.
- Promote unified development and discourage piecemeal redevelopment.
- Establish bi-annual meeting with property owners and brokers within the Village's retail corridors and work with them proactively.

Community Facilities

Recommended Actions

- ***Designate and facilitate a Village-wide system of commercial development providing for neighborhood, community and regional commercial areas.***
- ***Continue to seek cooperative working relationships with surrounding local governments and regional agencies to ensure continuity and consistency of overall community planning, development activities, facilities and services.***
- ***Establish meaningful lines of communication with those agencies and organizations that can assist the Village in meeting its overall planning objectives, and work to secure participation of these agencies and organizations in realizing mutual objectives.***

Open Space

In addition to providing an all-inclusive look at the Village's policies and resources related to open space, the Open Space Plan updated the Comprehensive Plan to incorporate all of the related accomplishments and changes within the Village over the past 12 years. The purpose of the Open Space Plan is to develop a detailed inventory of open space parcels in the Village of Lombard, identify issues impacting open space, and promote best practices in open space acquisition and stewardship. Open space is an important quality of life concern because it provides recreational opportunities, aids in stormwater management and water quality, and adds to the overall suburban character of the Village. The Plan identifies who is involved with open space, what open space currently exists, and which factors affect open space. The Plan also singles out key open space parcels and makes recommendations regarding the potential usage and/or development of those parcels. The goal of the Open Space Plan is to ensure that open space is preserved within the Village. Parts of this goal include incorporating open space objectives as part of the development process, as well as considering specific properties for open space acquisition and preservation. The Village also recognizes the historic significance of Lilacia Park and the open space it provides to the Community.



Lombard is known for its expansive parks and other open spaces, including the 8.5-acre Lilacia Park in the Downtown area.

Stakeholders and Roles

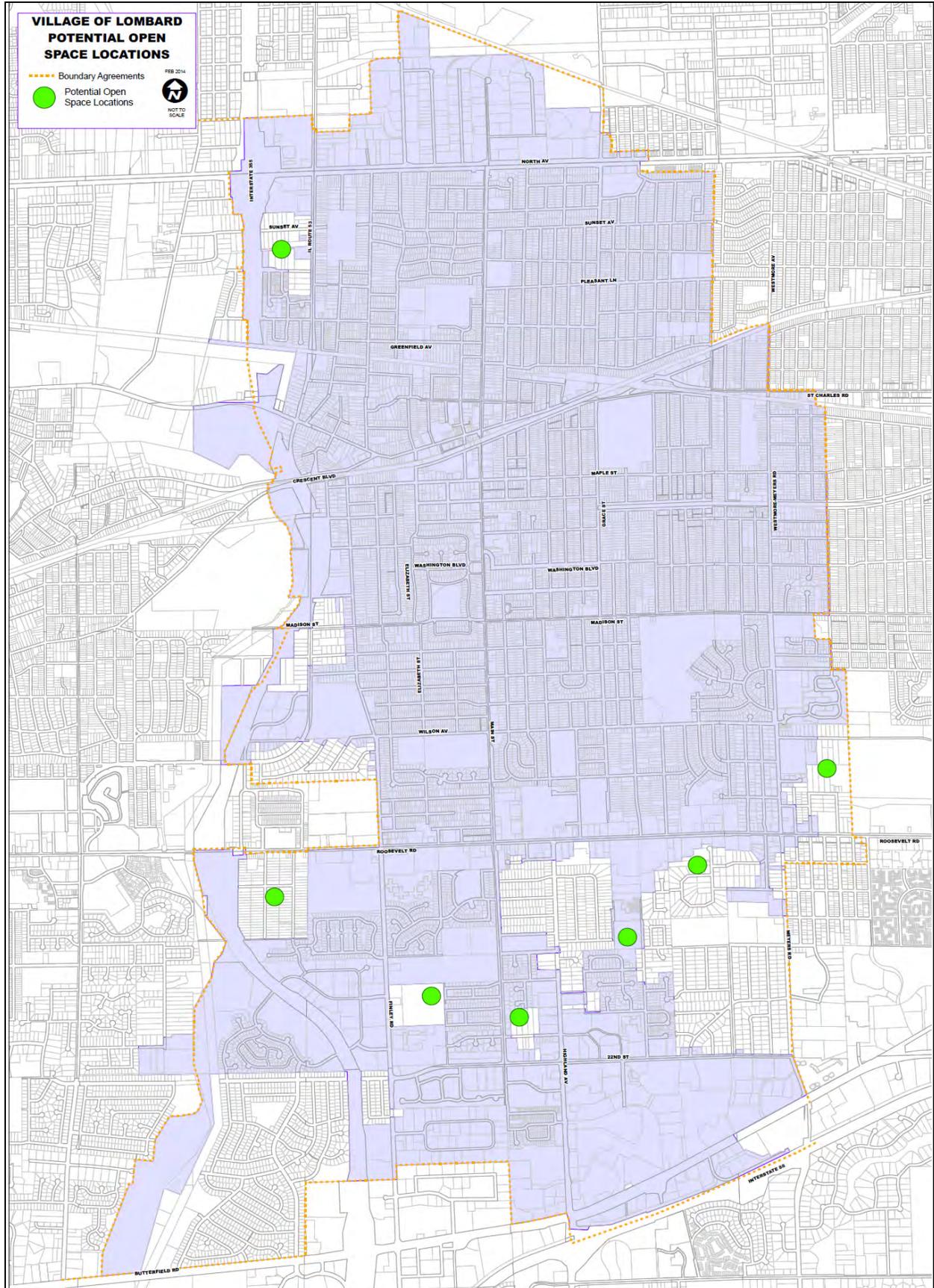
Open space stakeholders fall into six general categories, each of which has a different role: the Village, Park Districts, DuPage County, DuPage County Forest Preserve District, schools, and homeowners associations.

- **Village of Lombard** The Village owns 95 acres of property, much of which is occupied by municipal facilities. The Village also owns a number of detention ponds.
- **Park Districts** There are four Park Districts that own property within the Village: Butterfield, Glen Ellyn, Lombard, and York Center. Together, they manage 154 acres of land within the Village limits.
- **DuPage County** DuPage County has a dual role as both a property owner and a regulatory agency. The county owns and manages the Illinois Prairie Path and Great Western Trail, and they also have regulatory role regarding stormwater.
- **DuPage County Forest Preserve District** The Forest Preserve District is another large property owner, with over 88 acres of open space within the Village limits. The Forest Preserve also owns a significant amount of property within unincorporated Lombard.
- **Private Property Owners** Homeowners associations and other private property owners are charged with the ownership and maintenance of approximately 250 detention ponds throughout the Village.
- **Schools** Lombard's 16 schools, both public and private, are open space stewards. While the provision of open space is not necessarily their mission, they nevertheless are motivated to maintain a significant amount of open space in order to provide outdoor recreational areas for their students. These recreation areas range from open fields to football fields and tennis courts.

Existing Policies

The Village's 1998 Comprehensive Plan had a few sections that pertain to open space and related issues. It notes that Lombard provides nearly 11 acres of parkland per 1,000 residents, which exceeds the National Park and Recreation Association's standards of 10 acres per 1,000 residents. However, the plan also noted that some areas of the community are underserved and notes a number of new potential neighborhood parks locations. These parks, which are envisioned to be owned by the Park District, are recommended to be at least one-half acre.

Since the approval of the Comprehensive Plan, there have been a number of open space-related accomplishments and changes within the Village. Among these are:



Recreational Facilities

- Acquisition and construction of the Spray Park at 201 W. St. Charles Road;
- Construction of the Crescent Tot Lot;
- Installation of lighting and amenities along the Illinois Prairie Path;
- Construction of Paradise Bay Water Park;
- Construction completed on the Great Western Trail bridge over Grace Street, the Union Pacific Railroad tracks, and St. Charles Road;



Paradise Bay Water Park, which opened in 2009, offers waterslides, zero-depth pools, fountains, lap swimming, and a dive well.

Development Regulations

- Acquisition of properties for flood control;
- Inventory and inspection of private detention ponds;

Village Policy Decisions

- Implementation of the rain barrel reimbursement program;
- Relocation of the Lombard Park District maintenance garage from Downtown Lombard to Sunset Knoll;
- Annexation of Western Acres golf course; and
- Adoption of the Lilac Bike Way.

Open Space Plan Recommendations

The Open Space Plan made specific recommendations in three key areas:

Annexation Policies

The Plan amended the Village's previous annexation recommendations pertaining to Ken Loch Golf Links to ensure that the property remains in use as open space. The previously offered alternative of large-lot single family development would result in an irreplaceable loss of open space. Accordingly, the property should only be annexed as part of a request and companion plan to enhance the open space/golf course amenity for the Village. The Plan also recommended the annexation of the Fullerton Park and York/High Ridge Forest Preserve properties within unincorporated Lombard. In 2013 the Village Board voted to amend the Open Space Plan component of the Comprehensive Plan for the Ken Loch Golf Links property to designate as Open Space with a preference for golf course and an option of accessory land uses that complement and facilitate the preservation of the property, not to exceed 25% of the principal open space use. Subsequent to the adoption DuPage County rezoned the property to R-6 Planned Development.

Development Regulations

Maintaining the current open space requirements will continue to provide both aesthetic and stormwater benefits for Village properties. In order to ensure the maximum benefit from this regulation, the Village should continue to minimize any variations from the minimum requirements.

Bike Routes and Amenities

The Village should seek amiable means of securing funds to establish the Lilac Bike Way to its full capacity. Emphasis should be placed on providing a link between the Great Western Trail and Illinois Prairie Path through central Lombard, more specifically the Downtown area.

To encourage cycling as both a recreational pursuit and a transportation option, the Village should identify locations where additional public bike racks and bike lockers should be located. Desirable sites could include linkages to public transportation, such as the Metra station and major bus stop locations.



Limited bicycle parking, including bike racks and lockers, is currently available near the Metra station.

Municipal Buildings and Facilities

The Village operates its main municipal campus on Wilson Avenue (including the Village Hall, Police Station, and Public Works) as well as two fire stations and numerous utility and stormwater facilities throughout town. As part of its promotion of sustainability, the Village should strive to lead by example, including “green” technology and features wherever possible as part of its public improvement projects.

Village Hall

The Lombard Village Hall currently provides space for the Village Manager’s Office, Community Development Department, Finance Department, Fire Prevention Division, and Emergency Operations Center. While there are no expansion plans for Village Hall, there are several improvement projects intended to bring Village Hall closer to full ADA compliance. The Village Board Room is the largest of those ADA compliance projects, followed by the main reception area and several restrooms. The Village Board room and main reception area were partially funded through the use of CDBG grants and complete.

In 2008, the Village Board approved improvements to Village facilities on the northeast section of the municipal complex property. The improvements included the expansion of

the main parking lot, resurfacing existing parking facilities throughout the entire project area, installing a sidewalk from Wilson to Village Hall and the installation of garbage enclosures and a storage shed. The improvements were brought forward to address inadequacies in the number of available parking spaces and also to address the aged condition of those parking areas. The sidewalk from Wilson to Village Hall was complete. Due to budgetary constraints, the other improvements have yet to be completed, with no anticipated start date determined.

Public Works

The department's primary facility, located on the southern portion of the Village Campus, was renovated in 2013 to bring the building into ADA compliance. In addition, parking is inadequate for employees during the summer, due to additional seasonal employees and heavy visitor traffic. As a result, parking spills onto Holloman Drive and adjacent streets. The Village acquired the remaining two lots on the southwest corner of the Village property, adjacent to the Public Works building, in order to provide space for additional parking and/or Public Works activities; however, no improvements to that area are planned at this time. To help alleviate some of the congestion within the Public Works campus, the development of the Garfield property in the northern portion of the Village, which is currently used for debris transfer, is now complete. The Garfield site provides additional space for many Public Works uses, including a salt storage dome and space to accommodate uses that were conducted at the current Public Works facility.

Non-Village Buildings and Facilities

Public and Private Schools

Schools and educational facilities are among the most important community facilities in Lombard. They play important cultural, recreational, and social roles as well as provide essential educational opportunities. Periodic maintenance and improvement projects are undertaken on an on-going basis for all facilities. The Village should work with the school district and private schools within the community to help realize any expansion plans and/or re-use of their sites in the future.

In particular, the Village should work closely with the National University of Health Sciences as it



The National University of Health Sciences offers undergraduate, graduate, and professional degrees in a variety of health care specialties from its 30-acre campus off Roosevelt Road.

improves and expands its campus. Future work should be sensitive to the surrounding residential areas and could incorporate an attractive community entryway feature on Roosevelt Road. The Northern Baptist Theological Seminary is another major educational institution that is addressed later in the Comprehensive Plan as an Area of Concern.

Library Services

The Helen Plum Library District anticipates continued growth and expansion over the next several years. The Comprehensive Plan encourages and supports the presence and expansion of Library programs and services. As a residential community, responsive library services will be important to sustain a strong family environment in Lombard and will continue to serve as support in maintaining strong educational programs serving the Village. The Village should work with the Library in meeting its future facility space needs. To the degree reasonable, the Village should work with the Library in facilitating its expansion plans (including the provision of on-site and off-site parking).



In addition to traditional library services, the Helen Plum Library offers extensive programs, exhibits, discussion groups, and eBook downloads.

Parks and Recreation

The properties within Lombard's ultimate boundaries fall within six different park districts, four of which offer parks and facilities to Lombard residents: Lombard, Glen Ellyn, Butterfield, and York Center. In addition, Addison Park District has two unincorporated Forest Preserve properties bordering the Canadian National Railroad, and Oak Brook Park District has a vacant parcel and parking lot off Technology Drive. The Village should continue to work with the various park districts to provide playgrounds and open space opportunities in areas of the community that are not currently served or restricted by traffic/train or natural obstacles.

The Village should also continue to work closely with DuPage County as it works toward implementation of its Regional Bikeway Plan. Proposed improvements through Lombard include the East Branch DuPage River Greenway Trail as well as a Meyers Road connection for the I-88 Central DuPage Bikeway. The plan also includes the Great Western Trail bridges over the busy crossing at St. Charles Road and the Union Pacific Railroad. Construction of the bridges is complete. The 2003 Proposed Improvement Plan for the Existing DuPage County Trail System includes the Great Western Trail Grace Street Bridge, which will be a

new grade separation that will allow the Great Western Trail to bridge Grace Street, the Union Pacific Railroad and St. Charles Road. The estimated cost of this project \$4.8 million.

Utilities

Utilities are provided to Lombard residents and businesses by a number of organizations. Potable water resources are purchased through the DuPage Water Commission. Waste water treatment is provided by the Glenbard Wastewater Authority. A number of other providers make available necessary natural gas, electricity and other utilities. The Village will continue to coordinate with utility agencies the facilitation of reliable, low cost services to Village residents and businesses. Expansion of services should be carefully reviewed with the appropriate utility to avoid unnecessary duplication of costs or to identify ways in which Lombard citizens may be more efficiently and effectively served. The Village should also be mindful of ways in which the provision of utility services can be optimized in accordance with its sustainability goals.



In 2012, the Village approved a two-year contract for 100 percent renewable energy from FirstEnergy Solutions, which operates this hydroelectric power station on Lake Lynn in Point Marion, PA.

One example is this is Municipal Electricity Aggregation (MEA), an opt out program that allows local governments the option to bundle together, or aggregate, residential and small commercial retail electricity accounts and seek bids for a cheaper, and possibly cleaner, source of power. By bundling residential and small commercial accounts, municipalities can achieve the same type of savings (between 20 and 30 percent off individual account bills). The Village sought approval by a referendum on the March 2012 ballot asking voters to give the Village authority to create an aggregation program. The referendum was supported by residents and aggregation has begun. Per the contract, electricity provided to Lombard is 100% carbon-free. This is verified by an annual certificate of Renewal Energy Credits.

Where utility facilities are to be constructed the Village may require oversized facility improvements to serve an area larger than a proposed development, subject to reasonable recapture agreements for repayment of the costs of oversizing. This tool will establish the ability to serve the proposed development while creating necessary capacity to serve surrounding existing or anticipated new development in the future. This approach is particularly useful for extension of utilities to development to be annexed to the Village.

Areas of Concern

Staff has identified several locations that warrant further review and discussion with regard to their future long-range land use. There are 11 areas identified for changes from the 1998 Plan. Staff has provided an analysis below highlighting each area identifying the current zoning, current land use, 1998 Plan recommendation, and recommended actions.

Area 1: SE Corner North Avenue & IL Route 53

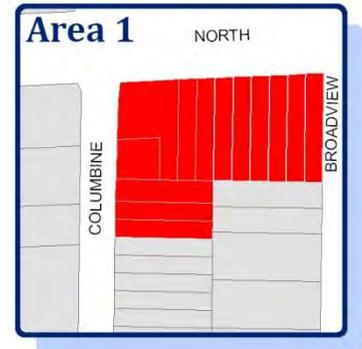
Background: This area is located at the southeast corner of North Avenue and Route 53. It is currently improved with a Burger King, three single family homes and nine vacant lots.

Current Zoning: B2 – Neighborhood Shopping District and R2 – Single-family Residential District

Current land Use: Commercial, single-family residential, and vacant lots

1998 Plan Recommendation: Commercial and Low Density Residential

Recommended Action: Reclassify the subject properties to a future land use designation of Community Commercial to allow for full block face redevelopment along North Avenue, up to Broadview.



Area 2: NE Corner North Avenue & IL Route 53

Background: This area is located at the northeast corner of North Avenue and Route 53. It is currently improved with a mix of uses including commercial, light industrial and several legal-nonconforming contractor yards.

Current Zoning: B4 – Neighborhood Shopping District, I - Industrial and R2 – Single-family Residential District



Current land Use: Commercial, industrial, single-family residential, and vacant lots

1998 Plan Recommendation: Commercial and Industrial

Recommended Action: Reclassify the subject properties to a newly-created future land use designation of Industrial/Office/Commercial. This new designation allows for a mix of uses that can be complementary to any existing uses that may remain. Also, by reclassifying the subject properties to this designation, this will allow for compatibility with adjacent properties and the opportunity for an assemblage in conjunction with the some of the adjacent and existing businesses. In addition, by including properties up to Lombard Road, this could allow shared access to the existing traffic signal. Lastly, staff recommends that any redevelopment of this site be sensitive to the fact that this is a gateway parcel. Therefore, more intense industrial land uses, such as contractor storage yards, should be discouraged.

Area 3: NE Corner North Avenue & Main Street

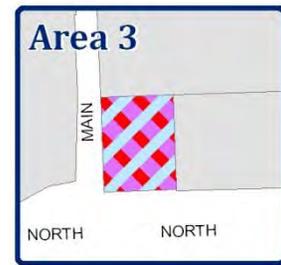
Background: This area is located at the northeast corner of North Avenue and Main Street and it is currently unimproved.

Current Zoning: I - Industrial

Current land Use: Vacant lot

1998 Plan Recommendation: Industrial

Recommended Action: Reclassify the subject property to the Industrial/Office/Commercial designation. Staff has received inquiries in the past from prospective fast food restaurants interested in this site. This classification could allow for many types of uses to complement the existing industrial park.



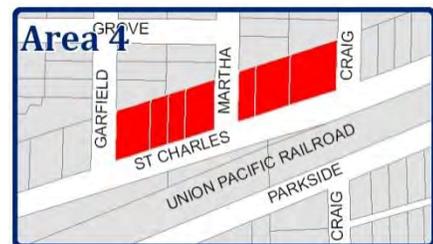
Area 4: 120-218 E. St. Charles Road

Background: This two-block area is located along the north side of St. Charles Road, bounded by Garfield Street to the west and Craig Street to the east.

Current Zoning: B2 – Neighborhood Shopping District

Current land Use: Commercial

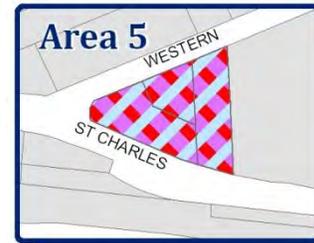
1998 Plan Recommendation: Neighborhood Commercial



Recommended Action: Reclassify the subject properties to a future land use designation of Community Commercial to allow for full block face redevelopment along St. Charles Road. Redevelopment of these parcels should be consistent with the recommendations of the 2011 Lombard Downtown Revitalization Project Guidebook.

Area 5: St. Charles Road & Western Avenue

Background: This triangular area is located at the corner of St. Charles Road and Western Avenue. It is currently improved with Owl Hardwood and a vacant industrial building.



Current Zoning: I - Industrial

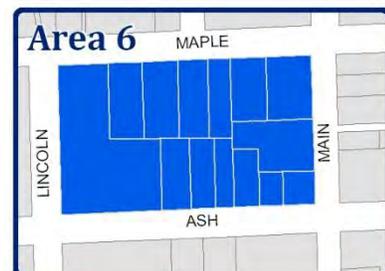
Current land Use: Industrial

1998 Plan Recommendation: Industrial

Recommended Action: Reclassify the subject properties to Industrial/Office/Commercial. Staff has received inquiries in the past from prospective commercial uses interested in this site. This classification could allow for many types of uses to complement the existing businesses.

Area 6: SW Corner Main & Maple Streets

Background: This block is bounded by Maple Street to the north, Ash Street to the south, Main Street to the east and Lincoln Street to the west.



Current Zoning: R2 – Single-family Residential District and B5A – Downtown Perimeter District

Current land Use: Multiple religious Institutions, commercial building, legal nonconforming 3-flat, single family residence, and Victorian Cottage Museum

1998 Plan Recommendation: Low Density Residential

Recommended Action: Reclassify the subject properties to Institutional. Most of the block contains institutional uses that have acquired numerous properties in recent years and have expressed interest in future expansions.

Area 7: Westmore-Meyers Road

Background: This area is located where Westmore-Meyers Road intersects with the Illinois Prairie Path in the northeast portion of the Village. It is comprised of a number of retail and commercial service uses serving the eastern portion of Lombard.

Current Zoning: B2 – Neighborhood Shopping District and R2 – Single-family Residential District, R3 – Attached Single family District and R4 – Limited general Residential District

Current land Use: Commercial, single-family residential and multi-family

1998 Plan Recommendation: Commercial and Low Density Residential



Recommended Action: As a supplement to the Comprehensive Plan, staff has prepared a separate report that provides a strategic review of the land use issues, challenges and opportunities that impact the development trends and patterns within the Westmore-Meyers area. This report sets forth recommendations and addresses the long-term planning vision for the Westmore-Meyers Plan. This report acts as a guide document to maintain and/or enhance the Westmore-Meyers Road area prominence as a community asset. The Comprehensive Plan recommendation for this area is to designate the highlighted properties as Low-Medium Density Residential to better reflect the existing land uses and surrounding development patterns.

Area 8: Eastgate Shopping Center

Background: This area is located along Westmore-Meyers Road and is improved with the Eastgate Shopping Center.

Current Zoning: B3 – Community Shopping Center District

Current land Use: Commercial shopping center

1998 Plan Recommendation: Community Commercial



Recommended Action: Reclassify the subject property to a future land use designation of mixed Commercial and Office. This new classification could accommodate additional uses, such as professional offices, as well as commercial, as part of a large scale redevelopment.

Area 9: 13th Street, West of Garfield

Background: This area is located south of the commercial properties along Roosevelt Road, north of 13th Street and east of Garfield.

Current Zoning: B4A – Roosevelt Road District, R3 – Attached Single-family Residential District and R4- Unincorporated DuPage County

Current land Use: Single-family residential, townhomes, and vacant lots



1998 Plan Recommendation: Commercial for properties along Roosevelt and Medium Density Residential

Recommended Action: While a portion of the site has a townhome building located on the westernmost parcel, the inclusion of the properties on the north side of 13th Street, west of Garfield Street should only occur as part of a comprehensive block face redevelopment. Proper buffering to the adjacent residential parcels should be provided with limited or restricted access to 13th Street. Properties on the south side of 13th Street would remain Medium Density Residential.

Area 10: City View at the Highlands

Background: This area is part of the Highlands of Lombard development and only includes City View Apartments

Current Zoning: B3PD – Community Shopping District

Current land Use: High density residential



1998 Plan Recommendation: Commercial

Recommended Action: As part of the Highlands of Lombard Planned Development, the City View Apartment project was approved as a use exception and therefore retained the B3PD zoning. Staff recommends that the subject property be reclassified to High Density Residential.

Area 11: Butterfield Road

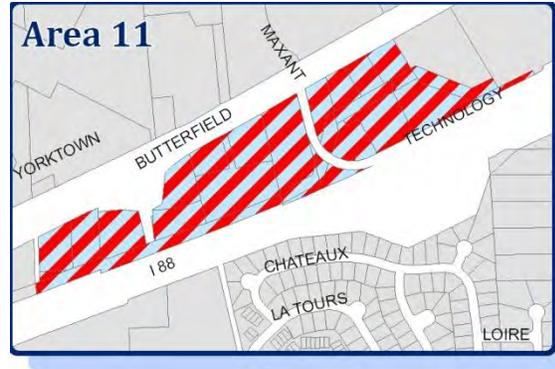
Background: This area is located on the south side of Butterfield, north of I-88, and contains a mix of office, retail and restaurant uses.

Current Zoning: O & OPD- Office and B3 – Community Shopping Center District

Current land Use: Office, commercial & vacant land

1998 Plan Recommendation: Office

Recommended Action: Reclassify the subject property to a future land use designation of mixed Commercial and Office. This new classification could accommodate additional uses, such as professional offices, as well as commercial, as part of a large scale redevelopment. It will also complement the existing uses along the corridor.



Implementation

Recommended Actions

- ***Make available existing and/or new financial resources to implement the Comprehensive Plan.***
- ***Establish a process for the regular review and update of the Comprehensive Plan.***
- ***In the Comprehensive Plan review and amendment process, the Plan Commission should consider any input and involvement of the various Village committees, local organizations, and individuals.***
- ***Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.***

The Comprehensive Plan sets forth an agreed-upon program and strategy for the next ten to fifteen years. It is the product of considerable effort on the part of the Plan Commission, Village Board, staff, and citizens of the Village of Lombard. The Plan represents the consensus of all involved. For the Plan to remain relevant, and a part of day-to-day administration of planning and development activities of the Village, the implementation program should set forth a basis for use, implementation and update of the Plan.

This section presents a number of key actions which the Village should undertake to implement the Comprehensive Plan. It is important to note that no attempt was made to document all actions that might be undertaken to implement the Plan. Since the community by its very nature is not static, and it is expected that local conditions will change over time, it is useful to delineate only those implementation strategies which focus on carrying out critical components of the Plan. It is anticipated, therefore, that the Plan will be amended over time to respond to changes in the local community, public policy, and citizen attitudes and intentions.

The implementation section also describes the procedures to amend the Plan. Establishing these procedures promotes consideration of the implications presented by amendments, and establishes guidelines under which amendments should be considered.

Administrative Actions

The following projects entail a public policy or administrative action. They do not require a significant new allocation of funds and they should be undertaken as a matter of normal business in community affairs.

Program Related

- Use the Plan for guidance in the review of development projects, improvements, proposals, or regulatory actions affecting land use and development.
- Integrate, as appropriate, the recommendations of the strategic planning process in the review and update of the Comprehensive Plan.
- Incorporate funding for the implementation of Comprehensive Plan recommendations and actions within the Village's annual budget.
- Meet with citizens, local interest groups, and commercial and business interests for input into Plan updates. In this process, seek willing participants who will provide assistance in Plan implementation.
- Inform surrounding communities of the Village's growth and development intentions under the Plan and continue to seek mutually agreeable planning area boundary agreements.
- Work with property owners and residents in future annexation areas to identify needs and secure agreements to annex as recommended under the Plan.
- Implement the steps and recommendations suggested in previously adopted plans and policy documents, including the Annexation Strategies Plan, Open Space Plan, Sustainability Framework, Downtown Plan, Economic Development Plan, and Senior Housing Plan.

Development Related

- Utilize the Zoning Ordinance to prevent expansion of residential uses in areas best suited to commercial development.
- Utilize the Land Use Plan Map and zoning ordinance to establish boundaries between residential and nonresidential areas.
- Review and revise the Zoning Ordinance to support the overall land use policies and plan recommendations.
- Enforce the sign regulations in commercial areas.
- Emphasize programs to actively retain or recruit new commercial and business development.

Development Controls

The Village actively undertakes routine amendments to its development control regulations which include, but are not limited to, zoning, subdivision, traffic and access, building, and other regulations. The Comprehensive Plan Update has resulted in a need

to generally review the Village's system of development controls. It is anticipated that the Village will continue to regularly review and update the Zoning Ordinance and other applicable Village Code sections in the future.

Capital Improvements Program

A Capital Improvements Program (CIP) is a critically important mechanism to implement key aspects of the Plan. Lombard's fiscal resources will always be limited and public dollars must be spent wisely. An important component of the Comprehensive Plan is to integrate planning projects as part of the capital improvements program.

A variety of capital improvement possibilities have been identified in the Plan which should be considered in the Village's capital improvement programming. The following improvements represent key needs identified as part of the Comprehensive Plan and are by no means exhaustive.

Streets

It is essential that the Village continue to improve and upgrade the existing street network to local improvement standards. The Village has made substantial progress in recent years in the local street improvement program and the Comprehensive Plan encourages this activity to continue in the future. The Village should continue to work with county, state and federal agencies to ensure appropriate maintenance and improvement of routes under their control in accord with the functional street hierarchy of the Transportation Plan.

Bicycle and Pedestrian Facilities

The Comprehensive Plan recommends the development of a bicycle system connecting major generators and destinations throughout the Village. Working with the Park District and County, the Village should seek to schedule improvements in the Village, Park District, and County capital improvements programs.

Community Facilities

The Plan recommends a number of community facility improvements be completed over the planning period. Specific projects known at this time include expanded parking areas, pedestrian improvements, and ADA compliance projects to the Village Hall campus. This also would incorporate the development of the proposed North Garfield site for Public Works activities.

Follow-Up Studies and Projects

Although the Comprehensive Plan is fairly complete in scope and coverage, there are certain aspects of the community where the Village could benefit from more in-depth study. This section provides an overview of key projects which could significantly augment the planning program. The timing and programming of these, and any other studies, should be regularly reviewed as needs and priorities are likely to change over time.

Community Corridor Studies

Throughout the Comprehensive Plan process, many concerns and improvement needs of the community have been raised which directly or indirectly relate to key land use and transportation corridors. Specific corridor studies would more directly address environmental conditions, traffic circulation improvements, parking improvements, gateway areas, pedestrian and open space improvements, site and building development, and urban design.

Stormwater Management Study

The Village should continue to adopt and implement subarea stormwater management plans for areas with combined sewers and other flooding concerns. A comprehensive stormwater management plan should also address opportunities for combined detention or retention in the Village.

Plan Administration and Amendment

The Comprehensive Plan is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for Plan amendments are the result of many community influences. Most frequently these are brought about by changes in attitudes or emerging needs not foreseen at the time of Plan adoption. The following paragraphs describe the procedures which apply to any amendment of the Comprehensive Plan.

Day-to-Day Monitoring and Administration

In order for the Plan to be “maintained” and updated in a timely manner, the designation of an agency responsible for coordinating planning activities, receiving community input and comments, and providing and disseminating information regarding the Comprehensive Plan is required. While the Plan Commission and Village Board are ultimately responsible for implementing the updated Plan, the Village

Department of Community Development is the most appropriate agency to carry out the day-to-day activities of Plan administration. The Department shall:

1. Make the Plan document available for viewing and download via the Village website in addition to hard copies for public purchase.
2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
3. Assist the Plan Commission and Village Board in the day-to-day administration, interpretation and application of the Plan.
4. Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan.
5. Coordinate and assist the Plan Commission and Village Board in the Plan amendment process.
6. Undertake any activities requested by the Plan Commission and Village Board.

Plan Review and Progress Report

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. The Village should initiate review of the Plan on an annual basis to update the Plan Commission and Village Board on Plan-related activities that have been undertaken or should be considered in the near term. Ideally, this review should coincide with the preparation of the annual budget and capital improvement program. In this manner, recommendations, or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations. A systematic review should include an evaluation of the collective observations of the Department of Community Development, Plan Commission, and Village Board through the public meeting process.

Topics to be raised before the Plan Commission as part of the review should be coordinated through the Department of Community Development. The Department will present the topics to the Plan Commission. The Plan Commission should determine those topics, issues, or ideas that have merit and that should be considered as an amendment to the Plan. Following this initial review, the Plan Commission should provide a preliminary report to the Village Board of topics it deems appropriate for amendment and seek input and comment from the Village Board. Subsequent to Village

Board comment, the Plan Commission should direct the Department of Community Development to file any appropriate petitions for amendment. The Village Board, however, may initiate an amendment to the Comprehensive Plan at its discretion.

Plan Amendment Procedures

The Comprehensive Plan amendment procedures have been prepared to provide a consistent approach to the evaluation of proposed Comprehensive Plan amendments. They provide a framework for the review of proposed amendments by the Plan Commission and action by the Village Board. Any proposed amendment to the Comprehensive Plan shall be subject to the following procedures.

1. Plan amendments shall be submitted in writing in a form provided by the Department of Community Development and shall include all proposed text and map amendments. The petition shall document and demonstrate the need for the proposed amendments.
2. A public hearing on the proposed amendments shall be held before the Plan Commission, in accordance with state law.
3. The Plan Commission shall consider the proposed amendments and recommend approval or denial on the proposed amendment, or recommend approval on an alternative amendment to the Village Board of Trustees. At its discretion, the Plan Commission may seek information, advice or technical support from the Department of Community Development or other advisors it deems appropriate, to draw reasonable conclusions regarding the proposed amendments. The approval of Land Use Plan Map Amendments shall be subject to the criteria outlined below.
5. In accordance with state law and within 90 days of the close of the public hearing, the Village Board shall receive the report of the Plan Commission and shall approve or deny any or all recommendations of the Plan Commission. Should no formal action be taken within the 90 day period, the proposed amendment may not be acted upon. Any further consideration of the proposed amendment(s) shall comply with the notice and hearing requirements of this section and state law.

Land Use Plan Map Amendment Criteria

Although the Comprehensive Plan includes a variety of policies and maps, the standards and criteria set forth in this section apply to the Land Use Plan Map. Because the Land Use Plan Map culminates many policies, recommendations and programs of the Village, any amendment shall be based upon findings that each of the following criteria are met.

1. The proposed change is consistent with the Goals, Objectives and Policies and the overall Comprehensive Plan.
2. The proposed amendment does not affect the adequacy of existing or planned facilities and services of the Village or planning area generally.
3. The proposed change results in reasonably compatible land use relationships.

Westmore-Meyers Plan

*An Element of the Village of Lombard
Comprehensive Plan*



2014
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History of the Westmore Area

In 1908, a Chicago Firm, E.A. Cummings and Company, came to the village, subdivided a tract of farmland east of Lombard, and named the subdivision Home Acres. Home-seeker excursions were run from Chicago with the subdividers paying the railroad fare.

Home Acres was a neighborly place. Before they had sidewalks, everybody pitched in to help newcomers carry in their coal and haul materials with which to build a house over the cinder paths or dirt roads. In 1913 residents organized the social and civic Home Acres Club. Together the members put gravel on the roads and dug ditches to drain them.

When it came to a vote to rename the subdivision, the choice was between Jamesville and Westmore. Westmore won. Subsequently, the Westmore Improvement Club grew out of the Home Acres Club. They fought for, and got, a school for their children who had to walk a mile or more to Ardmore School. As they added more families, they petitioned to organize a town and obtain a charter. They soon found that such a small town could not possibly accomplish all the things necessary for its residents, so they considered annexation either to Lombard or Villa Park. An argument in favor of Villa Park was that the land naturally sloped eastward, and they *did* need sewers. It was put

to a vote. Lombard won and Westmore became part of Lombard in 1926. Lombard's board of trustees worked in friendly cooperation with the Westmore Improvement Club to bring Westmore sewer, water and other improvements in record time.

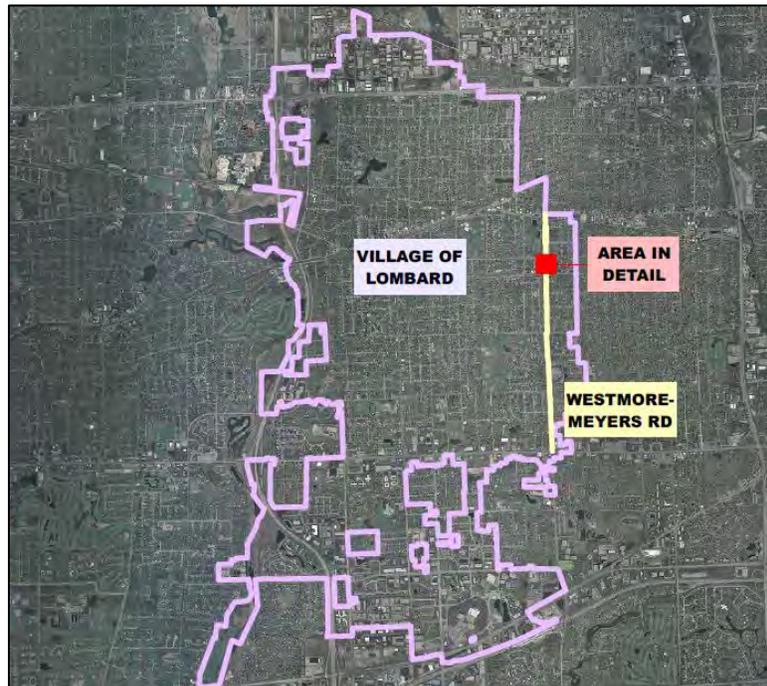


Footsteps on the Tall Prairie Grass: A History of Lombard, Illinois. Lillian Budd. Published by the Lombard Historical Society © 1977.

Introduction

As part of the Fiscal Year 2007-08 strategic planning activities, the Lombard Village Board directed staff to begin a review of the Village's Comprehensive Plan, which was last updated in January 1998. This effort serves as a visioning document and guide to the public and staff as to what the Board identifies as key priorities within the Village. Furthermore, the Board identified the Westmore-Meyers Corridor as an area for further review, as part of the Fiscal Year 2009-10 strategic planning activities. The Board identified boundary establishment; inventory analysis; use analysis and recommendations; and design standards to be included in the study.

Defined as an minor arterial route by the Comprehensive Plan, Westmore-Meyers Road spans 2.4 miles along the east side of the corporate limits of the Village of Lombard in a north-south orientation. Westmore-Meyers Road consists primarily of abutting single-family residential with pockets of multi-family residential and commercial businesses.

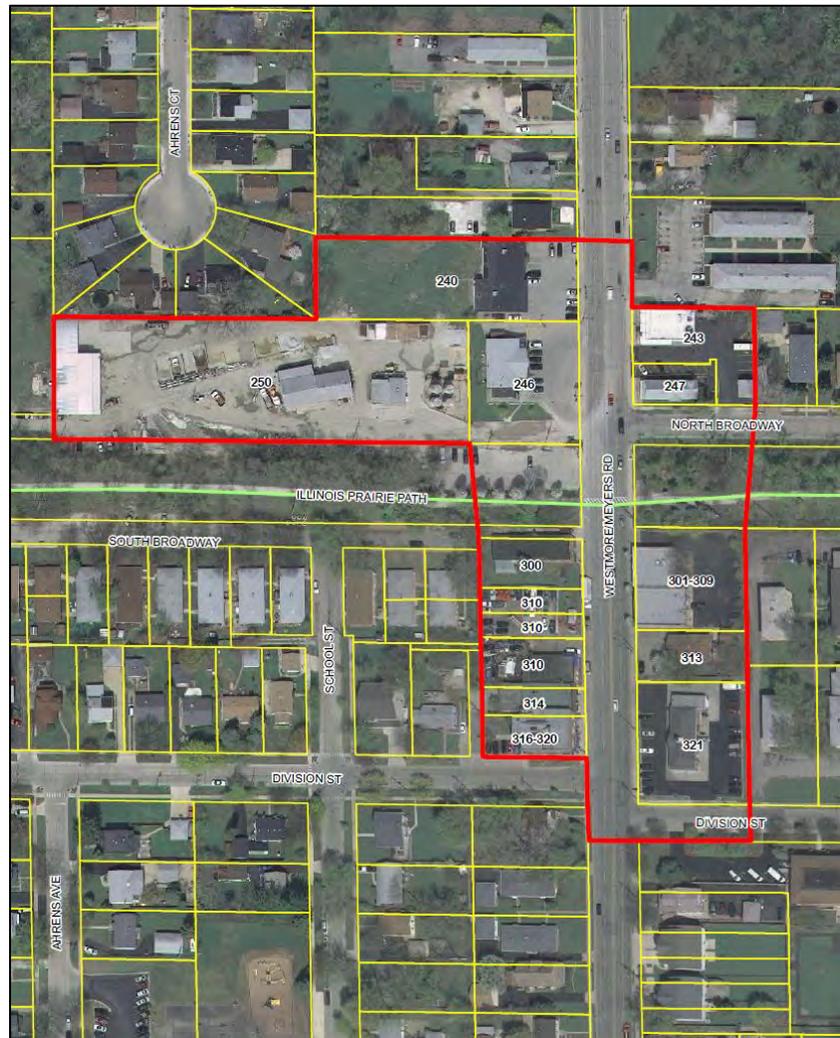


The Comprehensive Plan does not recognize the area transcending Westmore-Meyers Road as one homogeneous corridor, but instead refers to two sub-areas along Westmore-Meyers Road - *Westmore-Meyers Road at the Illinois Prairie Path* and *Westmore-Meyers Road - Eastgate Shopping Center*.

The Westmore-Meyers Plan focuses on the commercial area of *Westmore-Meyers Road at the Illinois Prairie Path*, which is currently described in the Comprehensive Plan as follows:

Westmore-Meyers Road at the Illinois Prairie Path

This area is located where Westmore-Meyers Road intersects with the Illinois Prairie Path in the northeast portion of the Village. It is comprised of a number of retail and commercial service uses serving the eastern portion of Lombard. The far western portion of the area (just north of the Prairie Path and directly south of Ahrens Court) is occupied by a concrete cement batch plant which has formed an incompatible relationship with surrounding residential land-uses. Redevelopment of the site should integrate existing commercial developments in the area. Redevelopment should also include an appropriate transitional and screening area to adjoining residential land-uses.



Westmore-Meyers Study Area Overview

Westmore-Meyers at the Prairie Path – ‘Understanding the Niche’

There are a number of commercial properties located within the Westmore-Meyers Road Corridor. However, such commercial areas overlap other larger commercial corridors. These corridors include the Roosevelt Road Corridor, St. Charles Road Corridor and Butterfield Road Corridor. As previously stated, this study will focus primarily on the neighborhood commercial areas that comprise the old town area of Westmore located at Westmore-Meyers Road and the Illinois Prairie Path. Furthermore, it is vital to understand the niche of the study area as it relates to those larger commercial areas within the Village. As stated in the Comprehensive Plan, *[Westmore-Meyers Road at the Illinois Prairie Path] is comprised of a number of retail and commercial service uses serving the eastern portion of Lombard.* The focus of the Westmore-Meyers Plan (WMP) is to place emphasis on the study area as a *neighborhood* commercial destination. It is not



314 – 320 S. Westmore-Meyers

the intent of the WMP to create another commercial destination area that would compete with other commercial areas within the Village, such as the Downtown or the Roosevelt Road Corridor. Instead, the Village’s goal is to preserve and improve upon the existing aesthetic characteristics, encourage desirable and efficient uses and maintain an efficient local transportation system.

Supplementing the current Village of Lombard Comprehensive Plan and in anticipation of the update to the Plan, this report provides a strategic review of the land use issues, challenges and opportunities that impact the development trends and patterns within the study area. This report sets forth recommendations to the Lombard Village Board and addresses the long-term planning vision for the Westmore-Meyers Plan and acts as a guide document to maintain and/or enhance the Westmore-Meyers Road area prominence as a community asset.

Existing Conditions

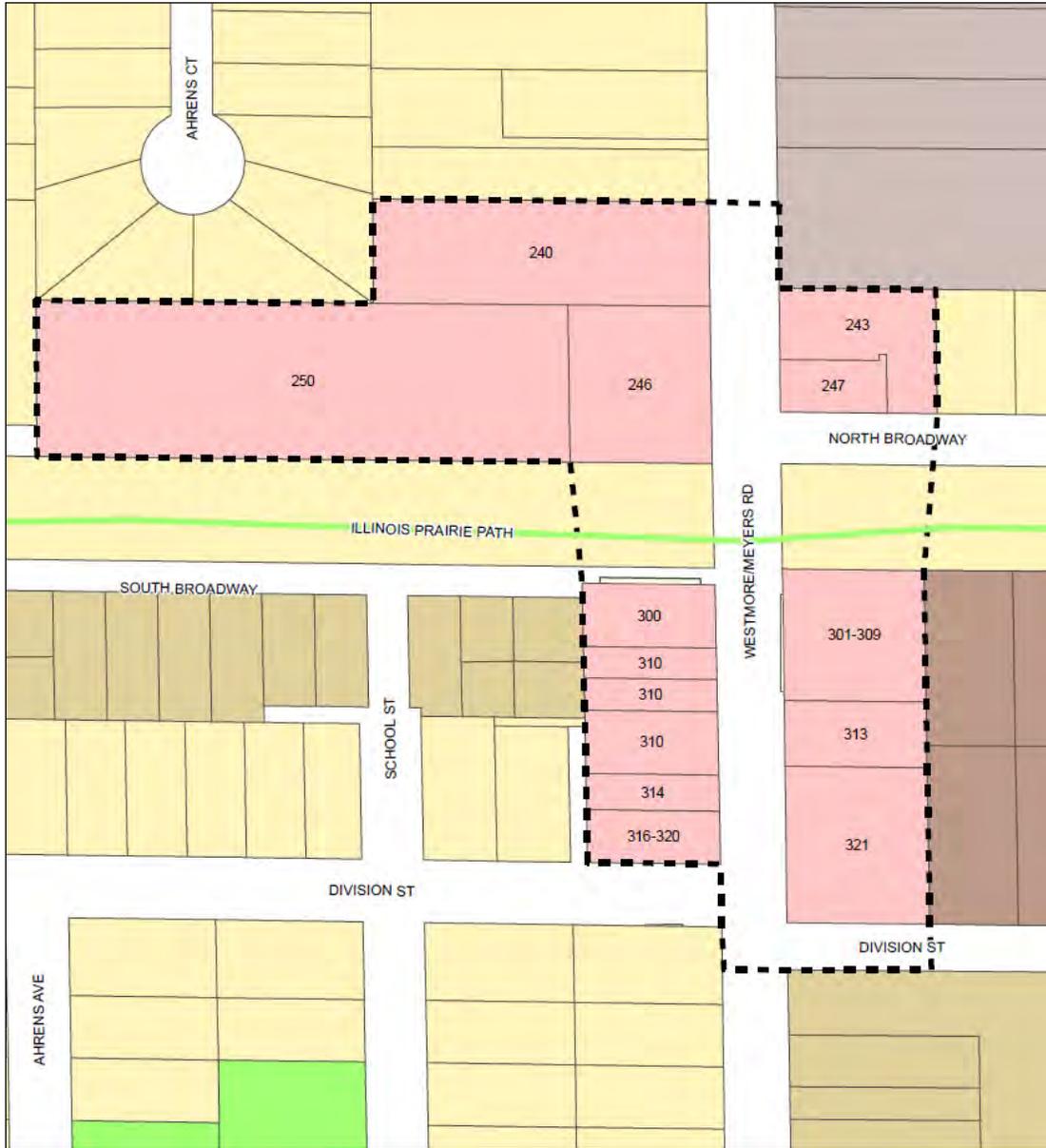
This section of the WMP describes existing conditions within the area, including physical characteristics, zoning classifications, land uses and long-range planning directives. Maps, charts, and photographs provide visual documentation of the WMP in its existing layout.

Zoning Conditions

Zoning is the primary tool to implement long-range initiatives of the Village's Comprehensive Plan. Specific regulations of zoning districts enable the Village to monitor and maintain certain standards for the community. The zoning districts governing properties in the WMP do not entirely correspond to the land uses designated for the area within the Comprehensive Plan. Any discrepancies between land use designations and the Comprehensive Plan will later be described herein.

All properties located within the specific study area are zoned B2 - General Neighborhood Shopping District; however, the surrounding area consists of a number of different zoning classifications, primarily commercial and residential. The Illinois Prairie Path intersects the linear grouping of B2 properties located in the southwest portion of the study area. A gap exists between the grouping of B2 properties in the southwest portion of the study area and the northernmost property along the west side of Westmore-Meyers Road, which is also in the B2 District. This grouping of B2 properties is separated by six properties located in the R2 - Single-Family Residential District. Those six properties were historically used for residential purposes, but had a commercial zoning classification (B2) since the 1960s. In 2004, the Village approved a map amendment to rezone the properties from the B2 - General Neighborhood Shopping District designation to the R2 - Single-Family District. This action was taken to provide consistency between the land use, zoning and Comprehensive Plan designation -- the six properties were developed as residential, were recommended for residential in the Comprehensive Plan, but were zoned commercial.

The following maps provide detailed zoning information relative to the use of each property within the Westmore-Meyers Study Area:



| | |
|--|---|
| | B2 - GENERAL NEIGHBORHOOD SHOPPING DISTRICT |
| | CR - CONSERVATION/ RECREATION DISTRICT |
| | R1 - SINGLE FAMILY RESIDENTIAL |
| | R2 - SINGLE FAMILY RESIDENTIAL |
| | R3 - ATTACHED SINGLE FAMILY RESIDENTIAL |
| | R4 - LIMITED GENERAL RESIDENTIAL |
| | R5 - GENERAL RESIDENTIAL |

Land Uses

The Westmore-Meyers Study Area contains a wide variety of commercial land uses. Such uses include (but not limited to) a bakery, art gallery, offices, a contractor’s yard and a beauty shop.

The following map provides detailed information relative to the use of each property and/or tenant space within the Westmore-Meyers Study Area:



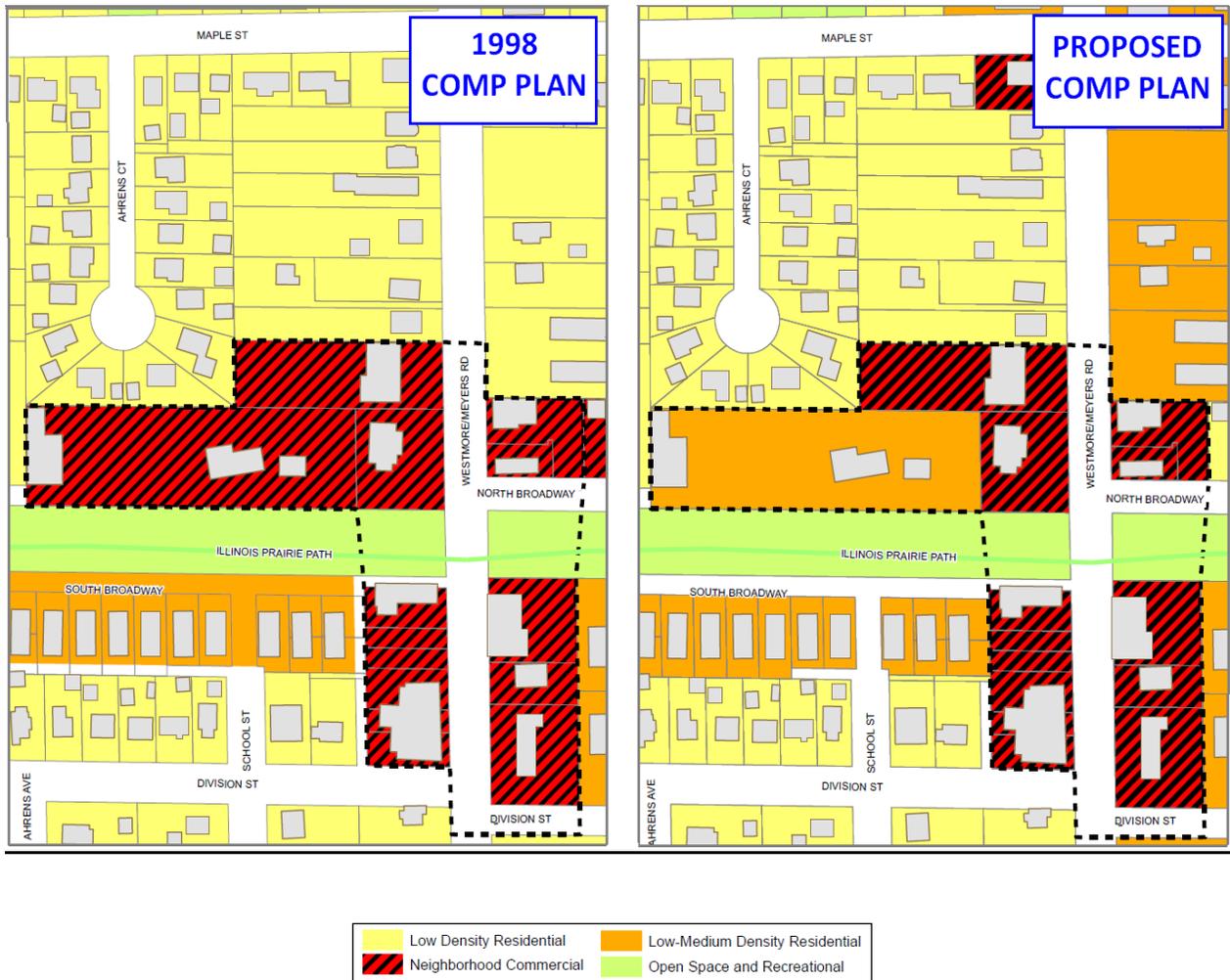
| | |
|--|---------------------------|
| ART GALLERY & SHOP | CONVIENENCE STORE |
| ATTACHED SINGLE FAMILY RESIDENTIAL | HARDWARE STORE |
| MOTOR VEHICLE SERVICE, REPAIR, & STORAGE | MULTI FAMILY RESIDENTIAL |
| MOTOR VEHICLE SERVICE & REPAIR | OFFICE |
| BAKERY | PACKAGED LIQUOR STORE |
| BARBER SHOP | RETAIL FLOWER SHOP |
| CONTRACTOR'S YARD | SINGLE FAMILY RESIDENTIAL |

Comprehensive Plan Recommendations

The Comprehensive Plan is the Village's official policy guide for future growth and development. It provides community focus and direction regarding future physical and economic change in the community. It includes goals, objectives and long-range recommendations for land use, transportation, community facilities and annexation.

While the plan, by its very nature is long-range in orientation, it has been developed and organized in a manner to help guide day-to-day administration and decision making. For the plan to be meaningful, it must be useful to the community in managing and monitoring physical and economic change.

The following maps provide an illustrative comparison between the future land use designations provided in the 1998 Comprehensive Plan and the designations currently being proposed as part of the 2012 Comprehensive Plan Update:



Existing Physical Conditions

Vehicular & Pedestrian Access

As previously mentioned, the Illinois Prairie Path intersects this study area. Sidewalks also line both sides of Westmore-Meyers Road along the entire length of the study area. The combination of the Prairie Path and sidewalks provides excellent pedestrian access to and from each commercial use.



A view of Westmore-Meyers intersecting the Illinois Prairie Path.

Stormwater Detention

This area was recently improved to include a separated storm sewer along Westmore-Meyers Road; however, it is important to clearly note that the storm sewer currently recombines with the sanitary sewer at Maple Street and thus, any connection to this separated storm sewer requires a variance.

Redevelopment of this area will require full detention for the development. Variance requests from this requirement would not be favorably viewed as the sewer system, while separated in Westmore-Meyers Road and along the western run of South Broadway Street, these systems currently recombine with sanitary flow. As such, detaining the stormwater from entering the system will remain a requirement. With the limited size of these parcels, it may make sense for one or more local, off-site detention systems on some portion of the parcels that could then be utilized by the redeveloping parcels. Such a system could be underground, thus providing parking above. Further, some form of Best Management Practices (BMP's) will be required; working within the small footprints, permeable paving and/or mechanical units (underground) would likely be preferable systems.

Additionally, future County Ordinance will require a water quality control volume. This volume would be subtracted from the required detention volume.

Goals & Objectives of the Westmore-Meyers Plan

The recommendations of the Westmore-Meyers Plan are based on several principal goals for the planning area. These goals are as follows:

Goal 1

We will preserve and improve the aesthetic characteristics.

Objectives

1. Encourage integrated façade enhancements for all multi-tenant commercial buildings.
2. Implement regular and active property maintenance and code enforcement.
3. Design local transportation facilities to provide a high aesthetic value.

Goal 2

We will encourage the most desirable and efficient uses of land while enhancing the physical environment.

Objectives

1. Partner with local businesses to bring any non-conforming uses into compliance with current Village Code.
2. Reduce the impact of area commercial land uses on neighboring residential properties by providing adequate buffering.
3. Continue to place emphasis on quality site design, building orientation and site improvements.

Goal 3

We will maintain a local transportation system which provides for safe and efficient movement of vehicles, pedestrians and cyclists.

Objectives

1. Explore all cross access and unified off-street parking opportunities between commercial properties.
2. Integrate all modes of pedestrian transportation.
3. Design streetscaping to provide clearly defined points of vehicular ingress and egress.
4. Utilize unvacated portions of right-of-way to allow for greater off-street parking opportunities.

Policy Recommendations of the Westmore-Meyers Plan

The recommendations of the Westmore-Meyers Plan are based on several principal goals and objectives for the planning area. Those goals are as follows:

Goal 1

We will preserve and improve the aesthetic characteristics.

Goal 2

We will encourage the most desirable and efficient uses of land while enhancing the physical environment.

Goal 3

We will maintain a local transportation system which provides for safe and efficient movement of vehicles, pedestrians and cyclists.

Implementation Action Plans

The implementation plan is the core piece of the Westmore-Meyers Plan, as specific strategies are outlined to guide revitalization efforts within the study area. In addition to the goals and objectives discussed in the previous section, the implementation action plan outlines a complete inventory of the short term (1-3 years) and long term (4+ years) projects that the Village can implement with the cooperation of the respective property owners, as opportunities present themselves.

Short Term Objectives (1-3 years)

- Implement regular and active property maintenance and code enforcement.
- Design local transportation facilities to provide a high aesthetic value.
- Continue to place emphasis on quality site design, building orientation and site improvements.
- Explore all cross access and unified off-street parking opportunities between commercial properties.
- Utilize unvacated portions of right-of-way to allow for greater off-street parking opportunities.
- Design streetscaping to provide clearly defined points of vehicular ingress and egress.

Long Term Objectives (4+ years)

- Encourage integrated façade enhancements for all multi-tenant commercial buildings.
- Reduce the impact of area commercial land uses on neighboring residential properties by providing adequate buffering.
- Partner with local businesses to bring any non-conforming uses into compliance with current Village Code.
- Integrate all modes of pedestrian transportation.

First Impressions

As part of the Strategic Planning initiative from the late 1990's, the Village Board directed staff to develop a landscape improvement program called First Impressions. A report was subsequently produced by the Community Development Department in 2001 which specified certain improvements throughout the Village. The report included site recommendations listed for a number of specific properties. A majority of the program included the landscaping recommendations to the commercial establishments located within the Westmore-Meyers Study Area that were created as part of the First Impressions program.

The focus of First Impressions was to examine the current state of the commercial streetscape in the Westmore area in order to suggest potential landscaping improvements. Overall, the Westmore-Meyers Study Area is characterized by the diversity of uses found in close proximity to one another. In this area, such establishments as motor vehicle repair shops, insurance offices and a barber shop must coexist, even though their needs require divergent building types and access methods. It is unsurprising, then, that this corridor has had difficulty creating for itself a unified, attractive visual character. The following excerpt from the First Impressions report documentation describes the need and intent of the program:

The layouts of the buildings in this corridor conform to one of two general types, which together give the area an indistinct visual quality. First, there are those businesses which are located on large lots with buildings set back to allow for front parking lots. For the most part, these businesses have little or no landscaping along the street, which allows large, undifferentiated paved surfaces to dominate their appearance. Second, the Westmore-Meyers Study Area includes traditional storefronts set directly along the sidewalk. Although these buildings do not project an overabundance of paved surface as the automobile-oriented businesses do, their uniform color schemes add little visual appeal to the streetscape.

In order to reconcile the disparities in the streetscape of this area, then, it is important to highlight the portion of the landscape that both types of building layouts have in common: the parkway area directly abutting the street. Thus, by adding landscaping to these parkway areas, it is possible to achieve cohesion in the streetscape which can make the corridor more appealing to drivers on Westmore Avenue, as well as cyclists and pedestrians. In turn, landscaping improvements can help to make the paved parking lots and plain facades of the storefronts in the corridor less prominent aspects of the streetscape.

It is evident today that some of the recommendations made by the First Impressions program were implemented within the Westmore-Meyers Study Area; however, a majority of the plans were never fully executed. The First Impressions report originally offered preliminary cost estimates for the proposed landscaping improvements. However, due to fiscal issues, the recommendations will not be executed by the Village, but rather some of the recommendations from the First Impressions Program will be integrated into this report as specific site recommendations. Furthermore, caution has been taken to assure that any proposed landscaping does not infringe upon the visibility of the businesses and their signage. Although some of the landscaping improvements that were proposed for the Westmore-Meyers Study Area may take place on public sidewalks, in many occasions the Village will need to secure an easement agreement with business owners in order to install landscaping on their property.

Site Recommendations

240 S. Westmore-Meyers

Site Area: 32,289 sq. ft. (0.74 acres)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Office

Current Occupant: Concklin Insurance Agency

Comprehensive Plan Recommendation: Neighborhood Commercial



Recommendations

The Concklin Insurance building is set back from the sidewalk, allowing for two lanes of parking in front of the building. Nearly all of these parking spaces are typically in use. The appearance of this site could be greatly improved by the addition of a grass landscape island ten (10) feet in depth against the sidewalk. However, before any considerations of landscaping can be made, parking issues must be addressed. The site currently does not meet the needs of their business and a substantial investment would need to be made in order to provide parking in the rear of the building.



246 S. Westmore-Meyers

- Site Area:** 20,440 sq. ft. (0.47 acres)
- Zoning:** B2 - General Neighborhood Shopping District
- Land Uses:** Convenience Store
- Current Occupant:** 7-11
- Comprehensive Plan Recommendation:** Neighborhood Commercial



Recommendations

As this site contains more unused paved area than any other in the Westmore corridor, a spacious landscape island ten (10) to fifteen (15) feet deep with grass, and eventually additional landscaping could be installed with little impact on parking or visibility. A twenty-six (26) foot easement located along the southern portion of the property provides access to the Westmore Supply Co., located behind the 7-Eleven. As a consequence, 7-Eleven customers are using the Westmore Supply Co. driveway to enter the subject property. A continuous landscape island should be installed along the southern and eastern property boundaries to not only increase aesthetics, but also clearly define the exclusive point of ingress/egress for 7-Eleven.



250 S. Westmore-Meyers

Site Area: 76,520 sq. ft. (1.76 acres)

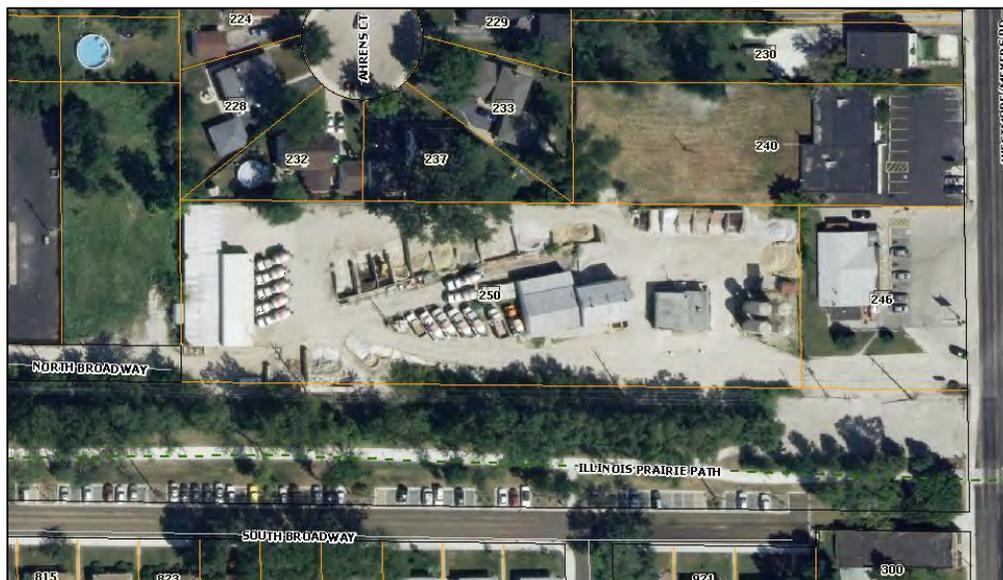
Zoning: B2 - General Neighborhood Shopping District

Land Uses: Contractor's Yard

Current Occupant: Westmore Supply Co.

1998 Comprehensive Plan Recommendation: Neighborhood Commercial

2012 Comprehensive Plan Update Recommendation: Low-Medium Density Residential



Recommendations

The Westmore Supply Co. utilizes the subject property to process concrete, which is classified by the Zoning Ordinance as a contractor’s yard. When considering the neighborhood commercial and single-family residential characteristics of the surrounding area, it is apparent that the land use designation associated with this property is not consistent with the surrounding area. The subject property lies directly behind the 7-Eleven and uses a portion of the 7-Eleven property to take access to/from Westmore-Meyers Road, which is the only access point to the property. Not only does the subject property lack direct access to Westmore-Meyers Road, it subsequently has no direct frontage on Westmore-Meyers Road.

As part of the latest Comprehensive Plan update, the current zoning and future land use designation of this property will be amended to reflect the desired land use of medium to high density residential. With the continuation of North Broadway leading to the subject property from the west, staff recommends that the existing access drive adjacent to 7-Eleven be converted to greenspace and the subject property take advantage of the driveway to the west.



300 S. Westmore-Meyers

- Site Area:** 7,729 sq. ft. (0.18 acres)
- Zoning:** B2 - General Neighborhood Shopping District
- Land Use:** Hardware Store
- Current Occupant:** Mr. Bestwrench
- Comprehensive Plan Recommendation:** Neighborhood Commercial



Recommendation

The Mr. Bestwrench building stands alone directly against the sidewalk. This plain-looking building could become a positive element in the streetscape with the addition of one (1) to two (2) street trees placed in the sidewalk.



310 S. Westmore-Meyers

Site Area: 15,469 sq. ft. (0.36 acres) (3 parcels)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Motor Vehicle Service, Repair & Storage

Current Occupant: Triple D Automotive

Comprehensive Plan Recommendation: Neighborhood Commercial



Formerly West and Sons, Triple D Automotive has been utilizing the subject property for the storage, repair and service of motor vehicles since 1987. The building is located on the south end of the property, which consists of three (3) separate parcels. Motor vehicle service and repair are both considered conditional uses in the B2 – General Neighborhood Shopping District; however, the outside storage of motor vehicles not associated with service or repair is a prohibited use in the B2 District. Certain legal non-conforming status was granted to West and Sons relative to the automobile service and repair, which carried over to Triple D Automotive.

Recommendations

With regard to the outside storage of motor vehicle use, the Village considers this to be a separate and distinct use separate from the automobile service and repair use; therefore, such use was not afforded any legal non-conforming status. In such event, any automobile not being serviced or repaired would be required to be removed from the site. Staff is currently working with the business owner to remove those stored automobiles. In order to ensure this property remains in compliance, the property should be continually monitored through regular and active property maintenance and code enforcement.

314 & 316-320 S. Westmore-Meyers

Site Area: 10,836 sq. ft. (0.25 acres) (2 parcels)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Bakery (316) & Office (312, 314 & 320)

Current Occupants: Flint Architects (314), Poised for Success (314), Cakes by Carlos (316), Vacant (318), Philip J. Rotche & Associates (320),

Comprehensive Plan Recommendation: Neighborhood Commercial



Recommendations

The streetscape in front of this building could be enhanced by the use of street trees. These street trees are maintenance free for the property owner(s) and only enhances the property. Three (3) street trees to be evenly spaced across the building, would bring the needed landscaping to break up the plain facades and liven up the sidewalk in front of this building. Such improvements will only make the building become more attractive to potential buyers or leases.

The Village should also explore the opportunity to vacate the alley located behind the subject property and then work with the property owner to improve the parking area behind the building in order to maximize its potential.



243 & 247 S. Westmore-Meyers

Site Area: 17,829 sq. ft. (0.41 acres) (2 parcels)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Packaged Liquor Store (243) & Single-Family Residential (247)

Current Occupants: Westmore Liquors (243)

Comprehensive Plan Recommendation: Neighborhood Commercial



Recommendations

Westmore Liquors is set back twelve (12) feet from the public sidewalk. A curb cut is located on the southern end of the building, from which motorists can access parking on the side and back of the building. Since Westmore Liquors is not set very far back from the sidewalk, a green space about five (5) feet deep in front of the building would be possible without detracting from the visibility of the building. This green space could eventually include perennial flowers and low shrubs, which would keep the window signs on the building within view.



301-309 S. Westmore-Meyers

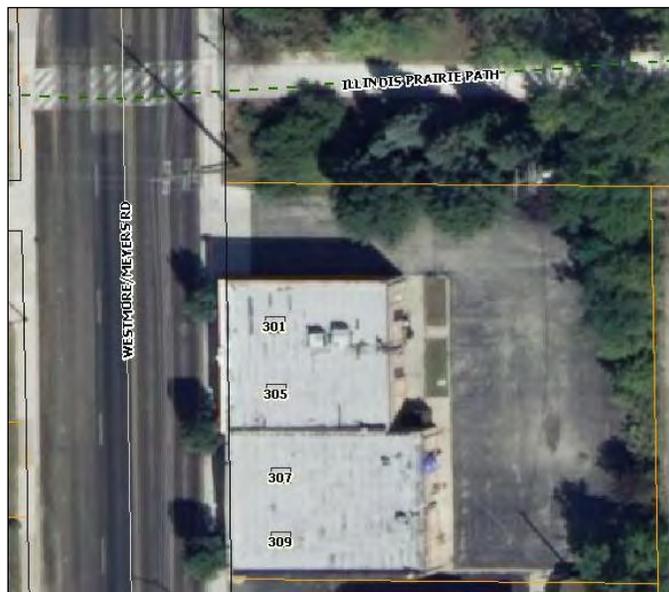
Site Area: 17,118 sq. ft. (0.39 acres)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Art Gallery & Shop (301), Vacant (305), Barber Shop (307) & Retail Flower Shop (309)

Current Occupants: Scatter Brain (301), Vacant (305), Hair on Westmore by Kat (307), Blossoms of Lombard (309)

Comprehensive Plan Recommendation: Neighborhood Commercial



Recommendations

This single parcel contains two attached buildings that each house two tenant spaces. The buildings are located directly against the sidewalk with parking provided in the rear. Access to the parking lot comes from a single access drive to the north of the buildings. As the pictures below illustrate, these two attached buildings vary greatly in terms of the appearance of their façades. In order to provide a unified visual theme and enhance the dated building appearance, a common façade should be a considered improvement. Also, working in conjunction with the property owners to the south, a shared access drive would provide greater circulation opportunities with the two properties to the south.



313 S. Westmore-Meyers

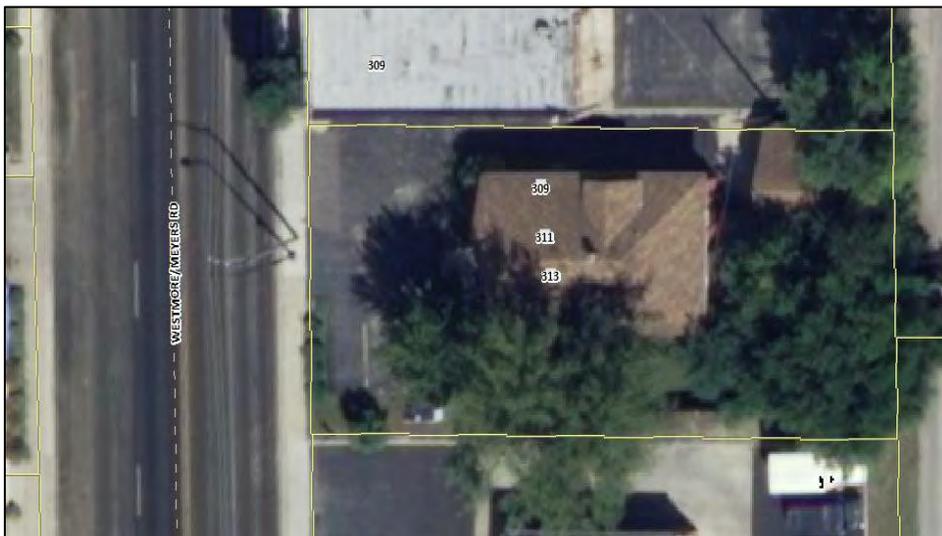
Site Area: 8,583 sq. ft. (0.20 acres)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Office

Current Occupants: 1st Liberty Financial

Comprehensive Plan Recommendation: Neighborhood Commercial



Recommendations

Once used as a single-family residence, the principal building on the subject property is now utilized as office space for a single tenant user. The front yard of the property is used for business parking. A detached garage resides in the rear of the subject property. If the existing structure were to be damaged or destroyed, the subject property should be developed in conjunction with the property to the north. The new building could be attached to the building to the north and set up to maximize the allowable number of commercial tenant spaces. As recommended for the properties to the north, the new commercial tenant building would be visually integrated with the updated façade of the buildings to the north. The detached garage could also be razed and access could be opened up to all vehicles to travel (and park) behind the property to the north and south.



323 S. Westmore-Meyers

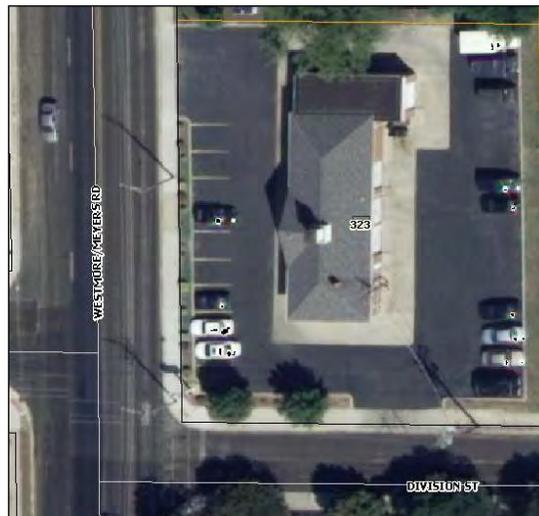
Site Area: 20,482 sq. ft. (0.47 acres)

Zoning: B2 - General Neighborhood Shopping District

Land Use: Motor Vehicle Service & Repair

Current Occupant: Just Autocare Inc.

Comprehensive Plan Recommendation: Neighborhood Commercial



Recommendations

Originally developed with a gas station, the subject property has been used for motor vehicle service and repair since the early 1980's. More recently, Just Autocare Inc. established business on the subject property in 2002. The building contains three service bays, which have access in the front and rear of the building. The building is set back an adequate from the sidewalk to allow convenient automobile access in the front and rear of the property. As the property owner has already taken the initiative to provide landscaping, the focus of this property should be to work with the properties to the north to provide shared access behind the businesses.

